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No. 21,772 號式拾柒百柒仟壹萬式第 日陸初月參辰戊 HONG KONG, WEDNESDAY, APRIL 25th, 1928. 日廿月肆年八廿百九仟壹英 PRICE: \$3 PER MONTH

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

#### UP TRAINS

STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20
Kowloon	8.40	8.05	8.30	9.10	10.00	10.30	11.15	2.25	3.00	4.30	5.42	7.20								
Tsimshatsui	8.49	8.14	8.39	9.19	10.09	10.39	11.24	2.29	3.04	4.34	5.46	7.24								
Yau Ma Tei	8.58	8.23	8.48	9.28	10.18	10.48	11.33	2.38	3.13	4.43	5.55	7.33								
Tai Po	9.07	8.32	8.57	9.37	10.27	10.57	11.42	2.47	3.22	4.52	6.04	7.42								
Tai Po Market	9.16	8.41	9.06	9.46	10.36	11.06	11.51	2.56	3.31	5.01	6.13	7.51								
Penang	9.25	8.50	9.15	9.55	10.45	11.15	12.00	3.00	3.35	5.05	6.17	7.55								
Shamshui	9.34	9.09	9.34	10.14	11.04	11.34	12.19	3.19	3.54	5.24	6.36	8.14								
Shamshui (Dep.)	9.43	9.18	9.43	10.23	11.13	11.43	12.28	3.28	4.03	5.33	6.45	8.23								
Canton	9.52	9.27	9.52	10.32	11.22	11.52	12.37	3.37	4.12	5.42	6.54	8.32								

#### DOWN TRAINS

STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20
Canton	8.05																			
Shamshui (Arr.)	8.14	8.05	8.35	11.05	11.28	2.58	4.28	5.49	6.34											
Shamshui (Dep.)	8.23	8.14	8.44	11.14	11.37	3.07	4.37	5.58	6.43											
Penang	8.32	8.23	8.53	11.23	11.46	3.16	4.46	6.07	6.52											
Tai Po	8.41	8.32	9.02	11.32	11.55	3.25	4.55	6.16	7.01											
Tai Po Market	8.50	8.41	9.11	11.41	12.04	3.34	5.04	6.25	7.10											
Yau Ma Tei	8.59	8.50	9.20	11.50	12.13	3.43	5.13	6.34	7.19											
Tsimshatsui	9.08	8.59	9.29	12.00	12.23	3.53	5.23	6.44	7.29											
Kowloon	9.17	9.08	9.38	12.09	12.32	4.02	5.32	6.53	7.38											

On Sundays and Public Holidays Only.

\* First Class Only.

Further information may be obtained at the Railway Offices, Kowloon, or from Messrs. The Orient & Son, Ltd., Hong Kong, or from THE AMERICAN EXPRESS COMPANY, Hong Kong.

R. BAKER, Manager.

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## Our London Letter.

### WOMEN MEDICAL STUDENTS.

#### BANNED BY TWO LONDON HOSPITALS.

##### REASONS GIVEN.

#### PRAYER BOOK CONTROVERSY AGAIN.

[FROM OUR OWN CORRESPONDENT.]

LONDON, March 24th.  
A considerable stir has been caused by the ban which has been placed on women medical students by two of the London hospitals. Some time ago the Westminster Hospital decided to train no more women for the medical profession; and this example is being followed by Charing Cross Hospital. This leaves only the Royal Free Hospital—where all the students are women—King's College Hospital, and University Hospital open to women students.  
The matter is regarded as serious by the Senate of London University, which is setting up a Committee to inquire into the banning of women. The desire is to get at the facts by calling experts to give evidence. In the meantime the opinion of principal officials at the hospitals has been sought, and it appears that what is complained of is the defection of women from the profession after they have qualified. It is said that 50 per cent. of the women who qualify marry and cease to practise as doctors, whereas 100 per cent. of the men students who graduate remain, making the healing of mankind afflicted with illness the business of their lives.  
It is also said that women doctors even when they seriously set themselves to practise medicine cannot get work in the majority of cases. This is the rule, although, of course, there have been some notable exceptions where women doctors have gained an assured position in the profession. The point made by the two hospitals who have issued the ban on women students is that it is a waste of time and energy to use medical teachers to train women in the circumstances that generally exist.

The Revised Prayer Book Again.  
The Bishops, following the debates in the Church Assembly, have made certain revisions in the Prayer Book Measure, 1928, which was rejected by the House of Commons last December, and in a few days the Convention will be asked to consent to the Measure going forward again to the Church Assembly for final approval. In the event of this consent being given the Measure will be submitted to Parliament, which can approve or reject the Measure but cannot alter it in any way.

The interesting question at the moment is what will happen to the revised Prayer Book now. The general opinion is that it will not prove acceptable. The opposition which was strongly shown last year both in the Church Assembly and in Parliament later has grown in force, while the criticisms are more numerous. When the Book is first revised at the end of the year the Archbishop of Canterbury announced that this decision could not be accepted. It was not argued that the Commons were not within their rights in doing what they did, but the Bishops who were favourable to reform—all the diocesan bishops except four—took the view that certain misunderstandings had influenced the Members of Parliament responsible for rejection. It was their duty, the Archbishop said, to make certain proposals more than to the lay mind, and then ask for a second and favourable verdict from the House.

The Bishops' Task.  
Thus we come to the present position. The Bishops have proceeded with their revision of 1927 that was not accepted, and it is this version that is now being offered to the Church Assembly in the expectation that it will pass that body and thereafter be accepted by Parliament. It is to be noted that in all essentials the Prayer Book now being put forward is the same as the version that was rejected.  
It is more than probable that we shall see an outbreak of the same bitter controversy that raged last year. It is a matter that everyone must deplore. The large body of opinion outside the ranks of the disputants holds that it will be little more than a waste of time and energy.

(Continued on next column.)

## ARMS SEIZED IN LONDON DOCKS.

### CHINESE CHIEF STEWARD CHARGED.

#### 56 REVOLVERS AND 5,400 CARTRIDGES.

##### REASONS GIVEN.

#### PRAYER BOOK CONTROVERSY AGAIN.

[FROM OUR OWN CORRESPONDENT.]

LONDON, April 2nd.  
There was a sequel at Thames Police Court to a raid by Scotland Yard officers on a ship in the East India Dock, when William Hi, aged 53, described as a British subject and chief steward of the steamship *Bencloough*, was charged before Mr. Sharpe with illegally importing and concealing 56 revolvers and 5,400 cartridges.  
A number of detectives, Customs officials, and Chinese were in court. William Joseph Blake, assistant preventive officer, Customs, and Excise, describing the finding of the arms, said:  
About 2 p.m. on Thursday I went aboard the *Bencloough* with my superior officer and two colleagues to search the ship, and after about half an hour, at the back of a large linen locker amidships near the cabin, we found between the steel walls of the vessel a lining of wooden boards, leaving a space of about six inches.

Hidden Packages.  
On top of one of the shelves of the linen cupboard I found that one of the boards comprising the back had been cut across in such a manner that when the shelf was in a proper position the cut was concealed.  
There were two shelves. I removed them both and the linen and other gear, and removed the cut board, and at the back I found concealed a large quantity of automatic pistols. There were 28 packages with two revolvers in each, and 27 packages of ammunition containing 200 rounds each.  
Robert George Steers, a Customs and Excise officer, said when the steward was asked about the arms, he replied: "I no speak. I no say." He admitted that he was in charge of the keys of the locker. He was remanded in custody.

short of a calamity for the Church and State if the Measure is again rejected by Parliament, assuming that it gets through the Church Assembly. A second rebuff at Westminster would lack the element of surprise that attended the defeat last year in the case of the 1927 measure, but it would be more disastrous for the Church and the nation.

In saying this I am representing what I believe to be the opinion of educated men and women, who are afraid that a second defeat of the Bishops would be an encouragement to the disorderly section in the Church—that is to say, the section who are always attempting to rebel against episcopal authority. The issue that is to be decided shortly is, therefore, of the most vital consequence to the future of the Church of England.

A New Chamber of Horrors.  
The new Madame Tussaud's which is nearing completion on the site of the old building burned down three years ago will be a marvellous place. In this respect it will maintain the reputation which Tussaud's enjoyed for a century as the most remarkable and interesting waxworks show in the world. The new Chamber of Horrors is to be more gruesome than the old. It is an underground chamber with massive stone pillars and arched recesses, and modern developments in lighting are to be cunningly used to throw weird shadows or ghastly lights on the baleful faces of murderers in this gallery which few can visit without a shudder.

Upstairs in the chambers of light will be seen contemporary celebrities. Mussolini, Lenglen, Wells, Cobham, Barrie, Bernard Shaw, Lindberg, Jack Hobbs and a host of others will be gathered there in a goodly company. There will be a grand hall for all the kings and queens of England, with King George and Queen Mary in effigy in the chief place. Behind each will be a replica of the throne. Since the old show was destroyed by fire London has lacked one of its attractions, and it is pleasing to know that this loss to the sightseer is to be made good. Everything, we are told, is to be as of old, only better.

## DIARY OF EVENTS.

### TO-DAY (April 25th).

Hockey: Club v. Volunteers, Marine Ground, 5.15 p.m.  
Fauling Hunt: Meet at Stables, 3 p.m.  
S. China Command Sports, Sookunpo, 2nd day.

Lecture at University by H.E. the Governor on "Elements in an analysis of Thought and its activities," 5 p.m.

Queen's Theatre: "Everybody's Acting."

World Theatre: "The Big Parade," 2.30, 8.30 and 9.15.

Star Theatre: "The General."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.

Thursday (April 26th).

St. Paul's College Annual Athletic Sports, 1 p.m.

Club Lusitano Concert, 6 p.m.

St. Peter's Club Concert, Cathedral Hall, 8.45 p.m.

Wah Yan College Opening Ceremony, 5.30 p.m.

Queen's Theatre: "The Cohens and Kellys in Paris."

World Theatre: "The Big Parade," 2.30, 8.30 and 9.15.

Star Theatre: "Footloose Widows."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.

Principal Mails: — Outward: Europe via Siberia (Maiden), 3.30 p.m.

Friday (April 27th).

Christian Fellowship Meeting, Helena May Institute, 10 a.m.

Sze Yip S.S. Co., Ltd., Extraordinary General Meeting, 9 p.m.

H.E. the Governor lays foundation stone of new St. Stephen's College, 3.30 p.m.

Queen's Theatre: "The Cohens and Kellys in Paris."

World Theatre: "The Big Parade," 2.30, 8.30 and 9.15.

Star Theatre: "The General."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.

Principal Mails: — Outward: Europe via Marseilles (Morocco), 10.30 a.m.

Saturday (April 28th).

Golf Buggy Pool, Fanling.

League Football: Queen's Regt. v. China Athletic, at Sookunpo, 3 p.m.

Official Opening of Kowloon F.C. Tennis Courts, 9 p.m.

Queen's Theatre: "The Cohens and Kellys in Paris."

World Theatre: "The Big Parade," 2.30, 8.30 and 9.15.

Star Theatre: "The General."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.

Principal Mails: — Outward: Europe via Marseilles (Morocco), 10.30 a.m.

Sunday (April 29th).

Fauling Hunt: Meet at Mai Po Village, 7 a.m.

H.K. Volunteers: Infantry Fire Part I. Table T at Stonecutters.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.

Monday (April 30th).

"Cheer O" Dance Helena May Institute.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.

Principal Mails: — Outward: Europe via Marseilles (Greece), 2.30 p.m.; Europe via Victoria, B.C. and Europe via Siberia (Pres. Tajik), 5 p.m.

## THE HONGKONG

### HONGKONG

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AND

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Juice of half a Lime  
One lump of ice  
Serve in high-ball glass  
Add Sparkling Water.

**BACARDI HIGHBALL**  
Place a piece of ice in glass  
One glass of Bacardi  
Fill glass with Sparkling Water.

### BACARDI GROG

One quart of Bacardi  
One pound of Sugar  
One quart of Port wine  
Use the grog, adding equal  
Part of very hot water  
Serve with slices of lemon  
Dissolve sugar in hot water.

### BACARDI MILK PUNCH

One glass hot Milk  
One tablespoonful of sugar  
A pinch of nutmeg  
The yolk of an egg  
Beat up thoroughly the yolk of the  
Egg with the sugar  
Add milk Bacardi and nutmeg  
Mix it thoroughly  
A delicious punch and a splendid  
beverage for Colds.

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[106]

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## CHINA SUGAR REFIN- ING COMPANY.

\$2,723,083.74 DEBIT.

### SEVERE COMPETITION FROM JAPAN AND JAVA.

### CHAIRMAN'S REVIEW OF LAST YEAR'S HANDICAPS.

In the absence of the Chairman,  
Mr. D. G. M. Bernard who recently  
left for London, Mr. B. D. F. Beith  
presided at the fiftieth annual meet-  
ing of the China Sugar Refining  
Company, Limited, held yesterday  
morning at the office of Messrs.  
Jardine, Matheson & Co., Ltd., the  
Company's general agents.

A debit of \$2,723,083.74 which  
stands in the Profit and Loss  
Account was explained as being  
due to increased prices of raw  
sugar; the disturbed state of the  
Yangtze Valley and North China  
which necessitated the closing down  
of the Refining during the whole  
of February and November and  
part of June last year; and the  
severe competition from Japanese  
refineries.

### CHAIRMAN'S SPEECH.

The Chairman moving the adop-  
tion of the report and accounts  
said: The statement of accounts  
submitted to you shows a net  
loss on the year's working of  
\$1,188,295.69 after providing for  
depreciation on the usual scale,  
payment of interest and all other  
charges.

The balance at debit of Profit  
and Loss Account thus stands at  
\$2,723,083.74 after bringing forward  
the debit of \$1,533,700.05 from the  
previous year.

I very much regret having to put  
before you such a poor result of  
the year's working, which, as will  
be explained later, is due entirely  
to causes beyond the control of  
your General Agents. It is more  
regrettable in view of the fact that  
this is the 50th annual general  
meeting of the Company and it  
may be of interest to you to know  
that over this long period the aver-  
age annual return to shareholders  
has been slightly below 11 per cent.

Our stocks of raw sugar and our  
forward purchases were much below  
replacing cost at the beginning of  
the year, but early in January  
prices of raws began to sag and  
there was a continual decline  
throughout the year.

In January the laid down cost  
of raws at the Refinery was ap-  
proximately \$12 per picul, in Febru-  
ary it was slightly below \$10 and  
there was a gradual fall until at  
the end of the year the cost was  
down to \$8.

Prices of Java browns fell gradu-  
ally during the year, the ex-  
Godown Java quotations being  
Guilivers 13 in January and reached  
their lowest point in December,  
i.e., Guilivers 8.65.

Our average cost of raws was  
much below replacing cost up to  
the middle of July, and even under  
these circumstances our refined  
product could not be sold in China  
to show a profit but owing to the  
gradual decline, during the remain-  
der of the year, the cost of our  
purchases was above the replacing  
figures.

Our sales in the Yangtze Valley  
and the North generally have been  
seriously affected during the year  
by the hostilities and political chaos  
existing and the consequent lack  
of transportation facilities both by  
rail and water, together with the  
heavy taxes levied by the various  
military factions and lack of credit  
facilities, and owing to accumula-  
tion of our stocks we were com-  
pelled to close down the Refinery  
during the whole of February and  
November and part of June. Our  
total melt of raw sugar during the  
year was 403,000 piculs as compared  
with 602,400 piculs in 1926.

This, as you will readily under-  
stand, increased our cost of pro-  
duction materially. All our raw  
sugar has been melted and the  
Refinery is closed down. We have  
no forward commitments of raws.

### Java Sugar.

We have experienced very severe  
competition from the Japanese  
refineries during the year and the  
increasing quantities of Java white  
sugar which are being imported  
into China is another very serious  
factor contributing to the low prices  
obtainable for our refined products.

I may mention that the import-  
ation to China of Java white or un-  
refined sugar has increased from  
39,773 piculs during 1926 to 5,381,684  
piculs during 1927, and although  
the Customs figures for 1927 are  
not yet available we are given to  
understand that they will be higher  
than in 1926. In 1923 the imports  
reached the high water mark of  
3,234,563 piculs.

### World Demand For White Sugar.

Our London friends wrote us re-  
cently regarding the production of  
white sugars as follows:—

"Unfortunately, as you know,  
the tendency in the whole world is  
to try to produce white sugar, if  
possible, for direct consumption,  
and such tendency can only be  
checked by making the importation  
of such sugars into consuming coun-  
tries more difficult.

"You will notice that hardly any  
of the white sugars made can go  
into the United States; not even  
from their own colonies or from  
countries with which they have  
Reciprocity Treaties.

"The same thing may be said  
of Canada and of course of some  
of the large producing countries in  
Europe where imports of white  
sugars are only permissible under  
quite exceptional circumstances.

"Java is therefore practically  
limited to British India, China and  
the East in general for the market-  
ing of its white sugars.

"On the whole these white Javas  
will remain a danger to refiners in  
the East, especially in a country  
like China where the masses do  
not seem to discriminate so much  
between qualities as they do in  
Europe."

At the present time we could not  
purchase raw sugar and sell the  
refined products at current prices  
in China without incurring a heavy  
loss.

### Informal Meeting Of Shareholders To Be Held.

As you are already aware, the  
advances from the Company's  
Bankers and your General Agents  
at December 31st amounted to such  
a sum that neither of them is pre-  
pared to make further advances to  
the Company. Your General Agents  
and Consulting Committee, after  
thoroughly reviewing the situation,  
decided to appoint an informal  
special committee of shareholders  
to enquire into the Company's  
position and prepare a report for  
submission to shareholders.

This report has been prepared  
and will be submitted to you at an  
informal meeting to be held im-  
mediately after this meeting.

I do not think there is anything  
further that calls for comment and  
I now beg to propose the adoption  
of the report and accounts as pre-  
sented, and when this has been  
recorded I shall be pleased to  
answer to the best of my ability  
any question which shareholders  
may wish to ask.

### CONSULTING COMMITTEE ELECTIONS.

On the proposition of Mr. W.  
Seaton-Winton, seconded by Mr.  
Frank Austin, the appointments of  
Mr. C. Gordon Mackie and Mr. A.  
H. Compton to the Consulting Com-  
mittee were confirmed.

Mr. R. Sutherland proposed and  
Mr. Ho Leung seconded that the  
re-election of the following gentle-  
men to the Consulting Committee:  
Messrs. B. D. F. Beith (Chairman),  
H. P. White, C. G. S. Mackie, H.  
Turner, A. H. Compton, Sir Robert  
Ho Tung and Mr. E. B. Clarke  
(Secretary).

### Re-election Of Auditors.

Messrs. Love, Bingham & Mat-  
thews and Messrs. Percy Smith,  
Seth & Fleming were re-elected  
auditors to the Company on the  
proposition of Mr. A. Burkett,  
seconded by Mr. P. M. Hodgson.

Supporting Mr. Beith were  
Messrs. H. P. White, A. H. Com-  
pton, C. Gordon Mackie, Sir Robert  
Ho Tung (members of the Consult-  
ing Committee), and Mr. E. B.  
Clarke (Secretary).

The following shareholders were  
present: Messrs. A. A. Alves, H.  
Burkett, Chao-Pei Min, F. M.  
Courtney, Chao-Pei Min, A. J.  
David, J. F. Goss, Joseph Goss,  
Ho Leung, P. M. Hodgson, E. D.  
Kotwal, Lee Hyatt, H. Middleton,  
H. Nizam, A. M. da Silva, R.  
Sutherland and B. L. Seaton-  
Winton.

### CHARTERED BANK.

TRADE IN THE FAR EAST.

### CHAIRMAN'S REVIEW OF CONDITIONS.

Reference has already been made  
to the annual meeting of the Char-  
tered Bank of India, Australia and  
China held at the bank's premises,  
Bishopsgate, London, on March  
25th. The full report of the pro-  
ceedings has now come to hand by  
mail.

In his general review of the year  
the Chairman, Sir Montague  
Cornish Turner, said: The less  
favourable results as compared  
with previous years disclosed in  
our report and statement of ac-  
counts reflect the unfavourable con-  
ditions with which we have had to  
contend during the year 1927. We  
have experienced a want of real  
vitality and push in trade in cer-  
tain directions, making it difficult  
to work on remunerative lines, with  
the result that we have been un-  
able to maintain the high level of  
profits to which we have grown  
accustomed in the past. It must  
also be recognised that competition  
in Eastern Exchange Banking  
grows wider and keener every year,  
resulting in sharp competition for  
any passing business and in the  
acceptance of rates which show  
very meagre profits. Differences in  
exchange are now reckoned by  
sixty-fourths or even worse, as com-  
pared with the fair and reasonable  
differences which prevailed in hap-  
pier days. This is especially the  
case in India and Burma, where  
we certainly enjoy a good share of  
the continued business, thanks to  
the continued support of many old  
friends, who can rely on our giving  
them the best rates ruling at the  
time.

### China.

As regards China generally, it is  
extremely difficult to judge what  
are the actual conditions. They  
are certainly no worse than they  
were twelve months ago, and they  
seem to be a little better, but the  
deadly cancer of civil war still  
exists, with dire results to trade  
and industry. We read of atrocities  
committed by the Communists  
bodies scattered about the country.  
These reports may be exaggerated,  
but in any case the masses of the  
people suffer untold misery and will  
continue to suffer so long as civil  
war continues.

Certainly in the South conditions  
would seem to be better, especially  
in the relations between Hong Kong  
and Canton, where the Moscow in-  
fluence seems to have diminished  
to a very appreciable extent. I  
think we can say that the tendency,  
both in the North and South, is to  
adopt a conciliatory attitude to-  
wards Great Britain in place of the  
hostile anti-British feeling which  
prevailed last year. The difficul-  
ties of transit up-country and the  
enormous impositions that are  
levied on goods before they reach  
their destination have naturally re-  
flected on the import trade, both  
through Canton and in North  
China. The only marvel is that  
trade is feasible at all.

### Latest Reports From Shanghai.

Our latest reports from Shanghai  
indicate that better business has  
recently been done both in imports  
and exports. At the same time we  
hear that robberies and kidnappings  
have become so frequent that the  
business section of the Chinese are  
afraid to go about their affairs. I  
think we may feel assured that no  
opportunity will be neglected by  
our Government to regain the good-  
will and co-operation of our old  
friends, the Chinese, to make trade  
feasible and the country more  
settled than it is at present.

A striking result of the continu-  
ance of civil warfare has been the  
steady stream of migration during  
the past few years of the country-  
folk—chiefly agriculturists—from the  
disturbed districts in North China  
to South Manchuria, where peace-  
ful employment is offering. In this  
way the population of Chinese  
settled down in Manchuria, chiefly  
on the line of the Chinese Eastern  
Railway, has increased by two  
millions.

(Continued on next Column.)

### HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

APRIL 24th, 1928.

B.K. Bank	.....\$1,800 nom.
Do.	.....\$1,800 nom.
Chartered Bank	.....\$211 buy.
Morant Bank & A. S. S. S.	.....\$234 nom.
Do.	.....\$214 buy.
P. & O. Bank	.....\$24 nom.
East Asia Bank	.....\$75 nom.
Canton Insurance	.....\$380 buy.
Union Insurance	.....\$343 buy, 343-50.
North China Ins.	.....\$14, 140 nom.
Yangtze Insurance	.....\$477 buy.
China Underwriters	.....\$31 buy.
China Fire Insurance	.....\$315 nom.
Hong Kong Fire Ins.	.....\$760 buy.
Douglas	.....\$401 sel.
H.K. Steamboats	.....\$254 buy, 254-1/2 sel.
H.K. Tugs	.....\$24 buy.
Indo-China (Pref.)	.....\$37 buy.
Do. (Def.)	.....\$74 buy.
Shanghai Transports	.....\$201 buy.
Waterworks	.....\$138 nom.
Banquet	.....\$32 nom.
Kailash Mining Ad.	.....\$87 buy.
Langkai (continued)	.....\$136 nom.
Do. (single)	.....\$136 nom.
S. S. Explorations	.....\$124 nom.
Shanghai Loans	.....\$430 nom.
Do.	.....\$430 nom.
Do.	.....\$430 nom.
H.K. a. K. Wharves	.....\$176 nom.
H.K. & W. Docks	.....\$43 buy.
China Providents	.....\$5.60 buy, 5.60 sel.
Hongkong	.....\$1.08 buy.
New Engineering	.....\$1.40 nom.
Shanghai Docks	.....\$1.09 sel.
Ewa Cottons	.....\$1.81 buy.
Oriental Cottons	.....\$1.80 buy.
S. S. Cottons (old)	.....\$1.29 nom.
Do. (new)	.....\$1.29 nom.
H.K. & S. Hotels	.....\$9 sel.
H.K. Lands	.....\$68 sel.
Shanghai Lands	.....\$140 buy.
Humphreys Estates	.....\$144 nom.
H.K. Realities	.....\$21 buy, 21-1/2 sel.
H.K. Tramways	.....\$35.80 nom.
Peak Tram (old)	.....\$134 buy.
Do. (new)	.....\$134 buy.
Star Ferries	.....\$94 sel.
China Light (comb.)	.....\$13 buy.
Do. (old)	.....\$13.50 sel.
Do. (new)	.....\$13.50 sel.
H.K. Electric	.....\$71 buy, 71-1/2 sel.
H.K. Electric	.....\$71 buy, 71-1/2 sel.
Thiesspahn	.....\$4.70 nom.
China Sugar	.....\$119 nom.
Singapore Transports	.....\$119 nom.
China Sugars	.....\$5.35 sel.
Malacca Sugars	.....\$5.34 nom.
Canton Leds	.....\$4 nom.
Cements (combined)	.....\$10.40 sel.
Do. (old)	.....\$10 nom.
Do. (new)	.....\$10 sel.
H.K. Paper (old)	.....\$74 buy.
Do. (new)	.....\$74 buy.
United Asbestos	.....\$104 sel.
Dairy Farms	.....\$221 sel.
Watsons	.....\$14 buy.
Der A. Wings	.....\$0.50 nom.
Lana Crawford	.....\$34 buy.
Mackintosh	.....\$22 sel.
Simoes	.....\$10 buy.
Wm. Powells	.....\$3 sel.
H.K. Amusements	.....\$21 sel.
H.K. Construction	.....\$11 sel.
Equi. Indus. G. Bonds	.....\$27 buy.
H.K. Govt. Loans	.....10 1/2 prem. s.

### EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rupee, April 23rd.

Paris	.....134
New York	.....4.88.17/32
Brussels	.....34.96
Geneva	.....25.33
Amsterdam	.....12.11
Milan	.....22.45
Berlin	.....20.49
Stockholm	.....18.18
Copenhagen	.....18.20
Oslo	.....18.25
Vienna	.....34.805
Prague	.....184
Hongkong	.....164
Madrid	.....29.12
Lisbon	.....21
Athens	.....372
Bucharest	.....790
Rio	.....5.59/64
Buenos Aires	.....47.13/18
Bombay	.....1/5.31/32
Yokohama	.....1/11.15/32
Shanghai	.....2/61
Hong Kong	.....2/02
Silver (spot)	.....26.7/18
Silver (forward)	.....26.5/18

### The Japanese Crisis.

In Japan the effects of the finan-  
cial crisis early last year, when cer-  
tain banks had to go into liquida-  
tion, are still felt, and she has to  
face the fact of a surplus of im-  
ports of 185 million yen over her  
export business, but, as I men-  
tioned elsewhere, Japan is fully alive  
to the fact that her export business  
must be increased to keep pace  
with the demands of a population  
which shows an annual increase of  
about one million, and it is only by  
an increase in her industrial output  
that the position can be met. The  
unrest in China must be a severe  
handicap to Japan's trade with  
that country.

### FENG'S MOSCOW ADVISERS.

SAID TO NUMBER 123.

### INDIAN MALCONTENTS WITH KUOMINCHUN.

Peking, April 18th.  
In the course of an informal con-  
versation with one of the leading  
Fengtien officials in Peking, *North  
China Daily News* correspondent  
was informed some days ago that  
Feng Yu Hsiang still had with him  
123 foreign advisers and men of all  
ranks as advisers, and that the  
number, together with an unknown  
number of political agents supplied  
by Soviet Russia.  
This information was not given  
as an estimate but as the accurate  
result of serious intelligence work;  
but, while no one here believes that  
Feng Yu Hsiang has completely  
severed his connections with the  
Soviet and there is no doubt that  
Soviet agents still have some in-  
fluence in Kuominchun territory,  
the local foreign attitude is that,  
if there were so many Soviet mili-  
tary men actively helping Feng,  
there would be much more informa-  
tion about them available. As it  
happens, unfortunately little is  
known here about conditions in  
Honan, Shensi and Kansu and al-  
most the whole of the reliable in-  
formation about continued Com-  
munist interest in Feng's territories  
comes from the Red Russian press.

### Indian Radicals Sanctioned.

From other sources it is definitely  
known, however, that a number of  
Indian radicals have found sanctu-  
ary and a working base in the Ku-  
ominchun camp. There seems little  
reason to believe that these worthies  
are used by Feng in any capacity.  
They are agents sent out by radical  
organizations in India to keep in  
touch with Communism in China  
and to find or manufacture evidence  
against British Imperialism in the  
Far East which, when reported to  
the home societies, will inspire fresh  
indignation and enthusiasm in  
native circles. Nearly all are re-  
fugees from police "tyranny" in  
Shanghai who keep in touch with  
the outside world through agents in  
Shanghai who imagine that their  
activities are not yet open to  
suspicion.

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[A.P.B.]

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(A.P.B.S.)

## TRAGIC ENDING TO INDIANS' DRINKING BOUTS.

LAICHIKOK WATCHMAN SENTENCED TO DEATH.

YOUNG BARRISTER'S ELOQUENT DEFENCE.

## JURY'S RECOMMENDATION TO MERCY.

Sandager Singh, the Indian watchman employed at the Standard Oil Company Installation at Laichikok, charged with the murder of Jetta Singh, another watchman employed at the same place, on February 18th, was found guilty yesterday morning at the Supreme Court after the jury had retired for fully half an hour. In returning their verdict of guilty the jury recommended the prisoner for mercy.

In passing sentence of death upon the prisoner, Mr. Justice J. R. Wood said that he had no doubt that the prisoner had caused the death of Jetta Singh and when the deed was committed the prisoner was drunk. He would forward the jury's recommendation to His Excellency the Governor. Prisoner received the death sentence unmoved.

## MR. FITZROY ADDRESSES THE JURY.

Mr. H. Somerset Fitzroy, Assistant Crown Attorney, conducted the case for the prosecution and the defence was in the hands of Mr. W. N. Thomas Tam, instructed by Mr. A. E. Hall.

The case for the Crown concluded the previous day and as the defence did not call any witnesses, Mr. Fitzroy addressed the jury. After reviewing the evidence in detail counsel stressed the fact that the murdered man was cut severely in several places. One of the gashes had torn a piece of flesh from the forehead down to the ear. The murdered man could not have put up any resistance and it was quite clear that there was no quarrel between the two men at the time of the attack. This was borne out by Mr. Kaitley, superintendent of the installation, who said that if there had been a quarrel between the two men at the spot where the deceased was found, it was not likely that the Chinese employees would not have heard of it. From this, Mr. Fitzroy added, the jury would find that it was a deliberate attempt made by the prisoner on the life of the murdered man. "This is a case of murder and the evidence is clear," said Mr. Fitzroy.

## Not Like Severing An Artery.

Continuing, Mr. Fitzroy dealt with the blood stains found on the prisoner's clothes. He demonstrated to the jury that if a person was right-handed and dealt the blows in a standing posture, it would result in a few drops of blood being spattered on the right side of his tunic. A severe cut on the forehead would not cause a rush of blood like the severing of an artery. The jury could therefore not expect to find more blood marks on the prisoner's clothing. It must also be borne in mind that evidence had been given by two Police inspectors as to the abrasions on prisoner's right hand. Although the abrasions were fresh, they were not of the nature which would bleed at all.

## The Motive.

Mr. Fitzroy then went over the drinking bouts indulged in by the murdered man and the prisoner on the fatal morning and traced the beginning of the dispute to the shop where prisoner and the murdered man were having more drinks after they had already consumed a whole bottle of gin in their quarters. In the shop a quarrel arose between the two men. Jetta Singh struck the prisoner twice with his clenched fists. The prisoner ran away and Jetta Singh threw a bottle at him and missed his man. Jetta Singh then returned to his quarters and told the other watchmen that he had struck the prisoner. It would be reasonable, Counsel suggested to assume that the prisoner nursed his grievance and after taking a chopper from the kitchen, had it sharpened and laid in wait for the murdered man to venture out. "It is, however, beyond mortal ken to follow the workings of the mind of a drunken man," Counsel added.

## A Quick Charge.

It appeared that the murdered man returned to his quarters after the row with the prisoner. He went to bed and at about 9.30 p.m. he got up, threw a blanket round himself and went out. Why he went out was not known but it might be correct to surmise that he went to get more drink and that was the last time Jetta Singh was seen alive.

Counsel said that it was safe to presume that the prisoner returned to his bed between 9.30 and 11.45 p.m. He changed into mufti, having thrown his tunic on the bed, and he took away certain things with him. One of the things he took away was his certificate of nationality, which was found on him the next morning when he was arrested.

## Why He Wished To Leave Colony.

Another fact which the prisoner could not explain, Counsel said, was why he had wanted to leave the Colony. The morning after the murder prisoner was found at the Railway Station trying to board the first train out of the Colony. He had bought a ticket for Sumchum and when challenged by an Indian police constable, he said he was going to "Tungkoon Ling" and that he had just come from Hong Kong. This information was incorrect.

## What About The Overcoat?

His Lordship pointed out that at the time of the attack, the prisoner, according to the evidence was only wearing his tunic. The man was arrested the next morning with an overcoat on and on that overcoat there were also blood stains. His Lordship asked Mr. Fitzroy if he could account for this. Mr. Fitzroy admitted that the overcoat was not being worn when the crime was committed. It was quite probable that it had come into contact with the blood stains on the tunic or on the trousers. It was also possible that the abrasions on prisoner's hand had caused slight bleeding and that in putting his hand into the overcoat pocket, the prisoner had stained the right hand pocket of his overcoat.

## THE DEFENCE.

Prisoner's counsel, Mr. Tam, who was conducting his first case in the Colony put up as good a defence as possible and spoke eloquently and with much logic. Addressing the jury, he said that he was not putting the prisoner in the box because he had admitted that he was very drunk on the night in question and that his mind was a blank. "If I were to put him in the box he might easily prejudice his own case while he certainly cannot say anything likely to help himself."

## Circumstantial Evidence.

"The whole of the evidence of the Crown is purely circumstantial and you are asked to infer that the prisoner murdered Jetta Singh. The deceased was found dead, and whether he was murdered or not we do not know, but the Crown had asked you to infer that he was and that the prisoner committed the act. It is certainly not proved that the chopper used was the one missing from the kitchen. It is also not proved that the prisoner had actually taken the chopper from the kitchen. Anyone of the watchmen employed there could have had access to the kitchen and all knew where the choppers were kept."

The evidence of an Indian going to the carpenter and asking for the use of the whetstone was of no weight as the witness could not say who the Indian was nor what he was sharpening."

## Beyond Mortal Ken.

Continuing, Mr. Tam said that why the prisoner had wanted to leave the Colony could be answered in the words of Counsel for the Crown: "That it is beyond mortal ken to know the workings of the mind of a drunken man."

As to blood stains being found on the prisoner's tunic, Mr. Tam pointed out that blood stains were also found on the overcoat and from the evidence before them it was clearly established that the prisoner was not wearing an overcoat at the time when he was alleged to have attacked the murdered man. It was therefore fair to presume that the blood stains found on both the tunic and the overcoat were stains from the abrasions in prisoner's hand. The stains were very small and one would expect to find more on a man who had committed such violent acts.

Counsel then demonstrated to the jury that the chopper was only about a foot long and anyone using it to hack another man in a standing position would have to be in close proximity and for a chopper of one foot long to deal such a long cut, the holder's hand would almost rest on a part of the wound inflicted. The blood would then flow all over the all over and taking all this into consideration one would certainly expect to find a large blotch of blood and not the few drops that were found on the prisoner's tunic.

## Could Be Applied Both Ways.

Continuing, Mr. Tam asked the jury to remove from their mind the fact that the prisoner was in the dock. "Now supposing the prisoner was killed and the murdered man was in the dock, you have a perfect case against the deceased Jetta Singh. The evidence showed that Jetta Singh had returned to his quarters after the quarrel with the prisoner. He was feeling much annoyed and dissatisfied because the bottle he threw at the prisoner had missed its objective. Again why did Jetta Singh get up at 9.30 p.m. after he had turned in? He must have had something in his mind. And why should he cover himself with a blanket when he went out? A blanket, gentlemen of the jury, is very useful for hiding a weapon. It must be remembered that Jetta Singh was very annoyed with the prisoner and there was nothing to prevent him from getting the chopper, sharpening it and then concealing it until 9.30 p.m. After waiting till then he recovered himself with a blanket and went out to get his own back on the prisoner. It is not likely that the prisoner had waited on the off chance of Jetta Singh turning out; but it is likely that Jetta Singh went out to search for him."

## The Usefulness Of A Blanket.

"In the days of chivalry, when there were no guns and all brave men fought with daggers and swords, a blanket was a good defence. It could be used to throw over an opponent or rolled up it formed a sort of shield. So if the prisoner had attacked Jetta Singh, he could very well have used his blanket in this manner. And now, gentlemen of the jury, from the evidence before you it is just as possible that the prisoner was attacked by Jetta Singh. In the struggle, he might have wrestled the chopper from the murdered man and struck back in self-defence. This would have excused his crime and more so since they were both drunk, but I am not suggesting that those were the facts of the case. I only intend to show you that the evidence could be applied both ways. In British law you have to prove the prisoner guilty and if there is a shadow of a doubt, the prisoner is entitled to the benefit of that doubt and should be discharged."

## Prisoner's Conduct Not Of A Guilty Man.

Mr. Tam then went on to deal with the prisoner's conduct at the Station. He said that the prisoner was not acting in a way a guilty man would have done. He made no attempt to hide himself nor had he attempted to remove the blood stains. He was told by the police constable that he was suspected and he at once replied that he was willing to go anywhere the police would like to take him. In conclusion, Mr. Tam said "Gentlemen of the Jury, you will have to satisfy yourselves beyond any reasonable doubt that prisoner was the man who committed the crime. I have just pointed out to you that only circumstantial evidence has been given and that this evidence could equally be applied another way. Unless you are perfectly satisfied, you will find the prisoner not guilty."

## JUDGE'S SUMMING UP.

His Lordship then summed up at length. He said that the medical evidence was clear that the murdered man was struck very violently and in several places. It went to show that unjustifiable force had been used. Anyone of the blows would either have caused death or rendered the murdered man powerless had he been trying to attack any other man. Therefore murder was clearly established. It rests for the jury to decide who the murderer was. It had also been given in evidence that the prisoner and the murdered man were on good terms.

## Only Two Points To Consider.

His Lordship then reviewed the whole evidence and finally presented two points for the jury to consider. The first of these was that the tunic which the prisoner wore that night and early next morning was found in his bed and had blood stains on it. The second point was that the prisoner had gone to the Railway Station and was in the act of taking the first train out of the Colony.

His Lordship added that drunkenness was no excuse in charges of this nature, unless it proved mental disease which rendered the prisoner incapable of knowing what he was doing. "Your sole duty is therefore to decide for yourselves whether or not this man dealt the blows."

## JURY'S RECOMMENDATION.

The jury retired for half an hour and when they re-assembled, they returned a verdict of "guilty." They added a rider to the effect that mercy should be shown to the prisoner.

## THE SENTENCE.

His Lordship then donned the black cap and addressing the prisoner said: "I quite agree with the verdict of the jury. I think there is no doubt that you caused the death of Jetta Singh. I also find that you were drunk at the time when the crime was committed and that was why the jury accompanied with their verdict the recommendation that mercy be shown you. I will forward their recommendation to H.E. The Governor in due course."

His Lordship then passed sentence of death upon the prisoner who was quite unmoved when the words were interpreted to him in his own language.

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HONG KONG CHAMBER OF COMMERCE  
ANNUAL MEETING.

BUSINESS BETTER AND PROSPECTS' GOOD.

## H.E. THE GOVERNOR ON THE NEED TO LEARN CHINESE.

The annual general meeting of the Hong Kong General Chamber of Commerce took place yesterday in the City Hall, the Vice-Chairman, Mr. T. G. Weall, being in the chair, and a special address being delivered by H.E. the Governor (Sir Cecil Clementi, K.C.M.G.).

A very much more optimistic tone prevailed than at the last two meetings and both the Chairman and H.E. the Governor were of opinion that an era of prosperity lay ahead and that the Colony had once more weathered a severe crisis and proved the essential stability of its commercial position.

His Excellency emphasised the need for Englishmen resident in this Colony to learn the Chinese language and also spoke of the necessity of breaking down the social barriers between the English and Chinese Community by means of social and sports clubs and organisation. The Governor made a special appeal to members of the Chamber to further their aim.

## THOSE PRESENT.

Mr. T. G. Weall (Vice-Chairman) presided, and on his right were H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) and the Kowloon Commissioner of Customs (Lt.-Col. F. Hayley Bell, D.S.O.). The following members of the Committee supported the Chairman: The Hon. Mr. A. C. Hynes, the Hon. Mr. J. Owen Hughes (the Chamber's representative on the Legislative Council), Messrs. W. H. Bell, N. S. Brown, Paul Lander, C. Gordon Mackie, T. E. Pearce, F. A. Perry, and the co-opted members Captain R. H. Campbell, M.C., R.M., and Lt.-Comdr. L. J. Piteam-Jones, D.S.C., R.N., with the Secretary (Mr. F. F. Key).

The following individual members and firms were present:—The Hon. Sir H. E. Pollock, K.C., the Hon. Dr. R. H. Kewell, C.M.G., Mr. Frank Austin and Mr. M. P. Talbot, Messrs. A. V. Apear & Co., Ltd. (Mr. D. H. Cooper), The Asiatic Petroleum Co. (South China), Ltd. (Mr. W. H. Bell), Messrs. J. H. Buckhouse, Ltd. (Mr. James H. Buckhouse), Messrs. Banker & Co., Ltd. (Mr. F. C. Mow Fung), the Bank Line, Ltd. (Mr. V. G. Goggin), the Banque de l'Indo-Chine (Mr. C. Lem), Banque Franco-Chinoise pour le Commerce et l'Industrie (Mr. O. Gauthier), Messrs. Bradley & Co., Ltd. (Mr. K. S. Morrison), the British-American Tobacco Co. (China), Ltd. (Mr. F. A. Perry and Mr. A. P. Bungey), Messrs. Butterfield & Swire (Mr. N. S. Brown), the Canadian Pacific Steamships, Ltd. (Mr. L. E. N. Ryan), the Canton Insurance Office, Ltd. (Mr. F. C. Hall), the Central Agency, Ltd. (Mr. Chas. Wallace), the Chartered Bank of India, Australia and China (Mr. A. H. Ferguson), Messrs. Chan Yue Hong (Mr. Chas. Yue Hong), the China President Loan and Mortgage Co., Ltd. (Mr. D. L. King), the Chun On Fire Insurance Co., Ltd. (Mr. T. N. Chau), the Dairy Farm Ice and Cold Storage Co., Ltd. (Mr. M. Manuk), Messrs. Davis Boag & Co., Ltd. (Mr. J. D. Kinnaird), Messrs. Dodwell & Co., Ltd. (Mr. T. G. Weall), the Eastern Extension Australasia and China Telegraph Co., Ltd. (Mr. E. A. Leggett), Messrs. Fung Tang (Mr. Fung Kong Un), the General Electric Co. of China, Ltd. (Mr. A. B. Roworth), Messrs. Gibb, Livingston & Co., Ltd. (Mr. G. Gordon Mackie and Mr. L. J. Davies), Messrs. Gilman & Co., Ltd. (Mr. G. Miskin), Messrs. A. Gocke & Co. (Mr. A. Gocke and Mr. H. Ammann), Messrs. T. M. Gregory & Co. (Mr. H. M. Gregory), Messrs. W. A. Hannibal & Co. (Mr. W. A. Hannibal), the Holland-China Trading Co. (Mr. F. Ladleur), the Hong Kong, Canton and Macao Steamboat Co., Ltd. (Mr. J. Arnold), the Hong Kong Electric Co., Ltd. (Mr. F. R. Marsh and Mr. G. Murray), the Hong Kong Fire Insurance Co., Ltd. (Mr. F. C. Hall), the Hong Kong and Kowloon Wharf and Godown Co., Ltd. (Mr. F. H. Crappell), the Hong Kong Rope Manufacturing Co., Ltd. (Mr. J. Coulthart), the Hong Kong Telephone Co., Ltd. (Mr. J. P. Sherry), the Hong Kong Tramways, Ltd. (Mr. L. C. F. Bellamy), Messrs. J. D. Hutchison & Co. (Mr. T. E. Pearce and Mr. P. S. Cassidy), the Indo-China Steam Navigation Co., Ltd. (Mr. R. Sutherland), Messrs. Jardine, Matheson & Co., Ltd. (Mr. B. D. F. Beith), Messrs. Johnson, Stokes & Master (Mr. D. J. Lewis), Messrs. Keller, Kern & Co., Ltd. (Mr. E. Kern), Messrs. W. E. Loxley & Co. (Mr. W. L. Tatenden), Messrs. Macdonald, Mackenzie & Co. (Mr. G. Gordon Mackie and Mr. A. E. Martin), Messrs. J. Manners & Co., Ltd. (Mr. F. Taylor and Mr. J. Manners), Messrs. Maxim & Co. (Mr. J. Ribeiro), the Mercantile Bank of India, Ltd. (Mr. C. L. Sandes), Messrs. Mitsui Bussan Kaisha, Ltd. (Mr. I. Suzuki), Messrs. N. S. Moses & Co. (Mr. W. Goldenberg), Messrs. A. B. Moulder & Co., Ltd. (Mr. Wong O. Kat), the New Zealand Insurance Co., Ltd. (Mr. G. L. Fox), the Osaka Shosen Kaisha (Mr. T. Hase), Messrs. Percy Smith, Seth & Flint (Mr. S. H. Ross), Messrs. P. M. Singet & Co. (Mr. E. L. Pinget), the S. O. Banking Corporation, Ltd. (Mr. G. H. Bell), Messrs. Reiss, Massey & Co., Ltd. (Mr. P. W. Massey), Messrs. J. M. da Rocha

& Co. (Mr. J. M. da Rocha), Messrs. Alex. Ross & Co., Ltd. (Mr. A. W. Hayward), the Royal Insurance Co., Ltd. (Mr. W. L. Tatenden), Messrs. C. E. W. Wolf & Kew, Ltd. (Mr. C. E. W. Wolf), Messrs. E. David Sassoon & Co., Ltd. (Mr. E. David), Messrs. Shewan, Tomes & Co. (Mr. A. L. Shields), the Shui On Steamships Co., Ltd. (Mr. T. N. Chau), Messrs. H. Skott & Co. (Mr. G. E. Wetton), Messrs. Steger & Co. (Mr. M. Steger), The Texas Co., the Union Insurance Society of Canton, Ltd. (Mr. Paul Lander), the Union Trading Co., Ltd. (Messrs. Xavier Bros., Ltd. (Mr. F. A. Xavier).

## THE CHAIRMAN'S SPEECH.

## A YEAR OF ALL ROUND IMPROVEMENT.

The Chairman said: Your Excellency and Gentlemen. On behalf of the Committee of the Hong Kong General Chamber of Commerce, I have much pleasure in thanking you, Sir, for honouring us with your presence here this afternoon. It shows us in a concrete manner the interest taken by the Hong Kong Government in commercial affairs and the Chamber will be gratified if it becomes a practice for you and your successors to address this Annual Meeting. (Applause.)

## Tribute to Mr. Bernard.

We are also glad to have with us today Lt.-Colonel Hayley Bell, the Kowloon Commissioner of Customs, whose office brings him into close touch with commercial affairs.

Gentlemen, it is my privilege to preside at this meeting to-day in place of your Chairman, Mr. D. G. M. Bernard, who has recently retired from the Far East to take up important duties in the interests of his firm in London. Mr. Bernard has been a member of this Committee since 1921 and has occupied the chair for three years. Since the death of the late Mr. Holyoak, he has guided the policy of this Chamber and borne the burden of the very troublous times during the past two years. It need no words from me to assure you of his untiring energy and devotion to the work of the Chamber. In spite of his numerous other activities, Mr. Bernard always made time for matters requiring his advice and direction, and his resignation leaves a vacancy that will indeed be hard to fill. I cannot do better than fully endorse the recent reference made by His Excellency in Council with regard to Mr. Bernard's hard work, clear vision and sound judgment. (Applause.)

In consequence of a vacancy on the Legislative Council caused by resignation of Mr. H. W. Bird, Mr. D. G. M. Bernard, at that time the Chamber's representative was nominated to a seat by His Excellency. At a General Meeting of Members on the 10th May last, Mr. J. Owen Hughes was elected to represent the Chamber of Commerce. In his hands our interests are safely protected. (Applause.)

## Improved Relations With China.

Relations with our neighbours in China have undergone a complete and agreeable change since last we met, showing that the efforts of malignant agitators have been unavailing to disturb permanently the traditional friendship between China and Great Britain. There can be little doubt that general business conditions have shown a marked improvement during the past year, in spite of many vicissitudes which merchants have had to face. Following the violent outbreak in December, more peaceful conditions obtained, and since the New Year there has been a marked increase of confidence. Thanks largely to the untiring efforts of His Excellency, aided by H.E. Mr. Consul-General in Canton, the Chinese Members of the Legislative Council, Mr. W. E. L. Shen-ton, and others, an exchange of official visits with Marshal Li Tsai Hsin took place last month. These interchanges of courtesies, aided by the visit of Sir Miles Lampson, the British Minister, will, we hope, eventually pass over to a better understanding and closer co-operation between Canton and Hong Kong. (Applause.)

In Hong Kong we are naturally concerned chiefly with the situation in South China, but it is desirable, in an annual review, to note the progress of peaceful settlement and the general advancement of China as a whole. A year ago it seemed that the forces of disruption might bring a great country to utter ruin, but we now have reason to believe that affairs have taken a definite turn for the better. Improved relations have made it possible for trade to be reopened in Hankow and a large portion of the Defence Force to be withdrawn from Shanghai. Much more, however, remains to be done before we can safely look forward to a period of peaceful and prosperous trading. It is not my intention to dwell at length on this matter which will be the subject of an address by His Excellency.

## British Policy.

The British policy, as outlined in the statement included in the last Annual Report, remains unchanged, and I venture to express the opinion that the friendly and sympathetic attitude of Great Britain, which appeared at one time to be looked upon as a sign of weakness, is now being fully appreciated both by the Chinese Authorities, Merchants and people generally.

I cannot pass without reference the recent official visit to Hong Kong of the First Squadron of the Imperial Japanese Navy. The exchange of courtesies after a lapse of nearly 15 years has helped to cement the long standing friendship between the Japanese and British nations, which it is of mutual importance to maintain in connection with our trade with China. Hong Kong's trading interests in relation to China are so similar to those of Japan that the promotion of friendly intercourse is most opportune and welcome. (Applause.)

## Partial Suppression Of Piracy.

Co-operation during recent months between the Authorities in Canton and the Hong Kong Government has resulted in the partial suppression of Piracy in the waters adjacent to the Colony, although the affair of last week reminds us that further stern examples will be necessary before piracy finally disappears from this region. As a result of recommendations made by the Piracy Prevention Commission, the Piracy Prevention Ordinance of 1914 has been repealed, anti-piracy measures being left more largely to the discretion of those concerned with shipping. It is gratifying to record that the good work of the Officers who recaptured the *Sunang* has been fully recognised, and that they received decorations with which they were recently invested by Your Excellency. (Applause.)

## Chamber's Language School.

The Chamber's Language School met with more success last year than in recent years and for almost the first time since its inception covered expenses. The benefits of a knowledge of the Chinese language have so frequently been stressed by my predecessors that there can be no need to enlarge thereon. Suffice it to say that the modern tendency of the Chinese Merchant to speak English in no way lessens the advantage of a knowledge of the language of the country by foreign merchants. Even a superficial acquaintance must assuredly assist us to appreciate more fully the Chinese viewpoint, thus facilitating business, smoothing over difficulties, and leading to a more sympathetic understanding. The possibility of transferring the Chamber's School to the Hong Kong University was fully considered, but it was found impossible for the average business man to attend classes at the University during forenoon office hours. It was therefore decided that the Chamber should continue to conduct the Chinese Language School on the lines followed heretofore. The University have kindly promised to assist us in the matter of inspection and examination.

## Vehicular Ferry Needed.

With the growing needs of modern travel, the growth and development of Kowloon and the New Territories, and the certainty of road development in China in the not distant future, the need for a vehicular ferry across the Harbour is becoming increasingly apparent, both for transport of cargo and of private motor cars. The trouble in recent years have acted as a stimulus to cultivation of foodstuffs in the New Territories, and while this tends to make Hong Kong less dependent upon the Canton Delta, the cost of transporting from the New Territories to the Island of Hong Kong is nearly if not quite as high as from West River Ports, while the delay and many handlings are undesirable in respect of perishable goods. The importance to the Port of keeping handling charges as low as possible in respect of cargo generally is self-evident.

During the past year improved cross-harbour communication has been under consideration by the Government, and while a vehicular ferry cannot be expected to be self-supporting at the outset, it is apparent that modern facilities of transport are necessary if we are to maintain our position as the gateway to South China.

## Trade Returning To Hong Kong.

The tonnage of foreign-going shipping using the port which dropped from 28,000,000 in 1924 to 22,000,000 in 1925, rose to nearly 27,000,000 in 1927, indicating a steady return of trade to Hong Kong. The number of vessels showed a proportionate increase, it is fitting to take this opportunity of

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congratulating the Harbour Office on its promptness in issuing its Annual Report. Report from Government Departments lose much of their value and interest if they are not available until a considerable time after the period covered.

Although in the dark days of 1925-26, it was difficult to maintain confidence in the future of Hong Kong, shipping statistics, returns of Public Utility Companies, and the expanding Government revenues, all point to an era of renewed prosperity, and we can look forward with hopefulness to the future. I cannot do better than recommend a careful study of the review given by His Excellency in Council when introducing the Colonial Budget for 1928. This Survey, covering thirty years helps one to take "the long view," for it shows that Hong Kong has more than once safely weathered a time of stress. The review has been reprinted in full in the report as we considered members would appreciate having this valuable document made readily accessible.

The absence of Trade Statistics since September 1925 has been felt by merchants and others to be a handicap and a retrograde step in this, one of the world's great ports. The decision to close the department was made at a time when economies had to be effected even at a sacrifice, and the opinion was expressed that the cost of compiling these statistics was excessive. During the coming year the new Committee may once more decide to reopen the subject with the Government, and if this is done we shall no doubt receive a sympathetic hearing.

Owing to the fact that the *Daily Bulletin* has ceased publication several members have asked whether commercial telegrams could not be obtained and circulated by the Chamber. This matter is now being investigated and it is hoped to circulate all members in a few days with a definite proposition. The cost will not be great if adequate support is received.

The natural Harbour of Hong Kong is our principal asset and treasure. On that account we must see to it that everything pertaining to the control of the Harbour is managed in keeping with modern requirements and the credit of Hong Kong. Your Committee therefore welcomed a letter from the Colonial Secretary in September 1927 advising that the Government had under consideration a proposal to establish a Harbour Board for Hong Kong. The subject was subsequently discussed fully at a Conference in November which the Harbour Master was authorised to attend. It was undoubtedly desirable to effect closer co-operation not only between Government and commercial interests, but also between the numerous Government departments connected with the control and development of the port. The only doubt which arose in the course of the Committee's discussions was whether a body with limited authority and limited means of reference would be found effective.

In consequence of a vacancy on the Legislative Council caused by resignation of Mr. H. W. Bird, Mr. D. G. M. Bernard, at that time the Chamber's representative, was nominated to a seat by His Excellency. At a General Meeting of Members on the 10th May last, the Hon. Mr. J. Owen Hughes was elected to represent the Chamber of Commerce. In his hands our interests are safely protected. (Applause.)

## Chamber's Financial Position.

The Income and Expense Account and Balance Sheet for the year ending 31st December, 1927, will be found on pages 18 to 21 of the report. From the balance sheet you will observe that a temporary overdraft was raised in order to avail of the opportunity of investing in the Hong Kong Government Six Per Cent. Public Works Loan. This overdraft has now been paid off from proceeds of fixed deposits that have since matured. There was during the years 1926 and 1927 some loss of membership, but accessions during the past year have to some extent made good the wastage. Fortunately, the Chamber has been able to accumulate a reserve fund, amounting at the present time to \$25,000,000, which will make us independent of temporary setbacks of such occur in the future. A reserve (which was increased this year by \$11,000) has been built up

by reason of the fact that when the boycott developed, a few months after the retirement of our late Secretary, Mr. Blair, the appointment of an assistant secretary was postponed. I would recommend the incoming Committee to take into consideration the desirability of proceeding to this appointment in the near future. The Chamber could develop new fields of useful work on behalf of local commerce if our secretary's much appreciated efforts were seconded by those of a competent assistant.

Except for certain confidential matters, the annual report reflects fully the work of the Chamber and should form a useful permanent record for all members and their business connections abroad. It entails a tremendous amount of work and is somewhat costly to produce. If members will buy and distribute extra copies they will help us to reduce the outlay and at the same time be doing useful propaganda on behalf of Hong Kong.

I now beg to propose that the report and accounts as presented be adopted and shall be glad if some one will second the motion.

## THE SECONDERS SPEECH.

Mr. D. J. Lewis seconded the adoption of the report and accounts. He said:—

Your Excellency, Mr. Chairman and Gentlemen, I do not know how many members have had, as yet, time and opportunity to read and digest the very voluminous report that has been placed before us. Although I cannot pretend to have digested its contents, I have perused it to a sufficient extent to realise the enormous amount of work and time which our Committee, in spite of the exigencies of their own affairs, have been able to devote to the multifarious interests of every section of the commercial community of this Colony, and I am sure you will all agree with me that we owe them our heartiest thanks for the work which they have done. (Applause.)

I would also like to express our appreciation of the efficient manner in which our secretary has successfully carried out his onerous task during the year under review, and to voice the hope that he will soon have the assistance which our Chairman has referred to.

We have listened with the greatest interest to our Chairman's speech and I am sure all members will wish to associate themselves with the tribute which he has paid to Mr. Bernard, whose high integrity, public spirit and cool common sense has been such an asset to the Colony. (Applause.)

## Finances In Sound Condition.

It is very satisfactory to note that the Chamber's finances are in a very sound condition; so sound, in fact, that members will probably look forward to the time in the not far distant future when the subscription may be reduced. This is a point which I think deserves the attention of the incoming Committee, as a reduction would most likely be an inducement to many firms who are not yet members to join the Chamber.

I think you will agree with me that the dinner given by the Chamber to Admiral Kato and his officers was a great success, and I can only hope that our guests enjoyed it as much as the hosts did. It is to be hoped that this exchange of courtesies will strengthen the already strong bond of friendship which exists between the two seafaring island nations. (Applause.)

## H.E. the Governor's Interest In The Chamber's Commerce.

Mr. Chairman, we highly appreciate the presence here to-day of His Excellency and the interest which he has consistently maintained in the commercial affairs of the Colony, and we look forward with the greatest interest to the remarks which he is about to make to us. It is interesting to recall that in the course of the address which His Excellency delivered to us at our last general meeting after referring to the boycott, mis-called "the economic weapon," His Excellency said: "But the true name of this weapon is the Bolshevik Boomerang; because it will most certainly recoil back and deliver its shrewd blow to those who endeavour to wield it." During the last few months the truth of that remark

(Continued on Page 8.)



## REORGANISATION OF KWANGTUNG.

## FIVE GOVERNMENT DEPARTMENTS.

## SIMPLIFYING THE ADMINISTRATION.

(FROM OUR CHINESE CORRESPONDENT.)

Canton, April 24th.

The Provincial Government of Kwangtung is at present undergoing a thorough re-organization in accordance with the plan of Marshal Li Tai Hsin, which was approved by the Canton Branch of the Central Political Council last Friday. The plan provides for only five provincial departments, namely, the Secretariat, which is equal to a department as far as power and action are concerned, the departments of Civil Affairs, Education, Reconstruction and Finance. The present departments of Industries, Labour and Peasantry will be abolished and their work turned over to the departments of Reconstruction and of Civil Affairs respectively.

The purposes of the re-organization are to cut down the expenditure of the Government and to fall in with the order of the Nationalist Government at Nanking which states that each province shall have five departments and a secretariat. The decision of the Nanking Government to reorganize all the provincial governments on Nationalist territory and to revise their constitutions was the result of a carefully thought out proposal submitted to the Central Political Council at Nanking by Mr. Chang Tsing Kiang, a close colleague of Marshal Chiang Kai Shek.

The reorganization of the Kwangtung Provincial Administration has been entrusted to the Reconstruction Committee of the Canton Political Council, which is at present busily drafting detailed outlines for the reorganization. The Committee is composed of experts most of whom received their education abroad. May 1st has been mentioned as a possible date for starting the new régime. But it is may not take place until June 1st or even July 1st.

The heads of the provincial departments will be the following:—Mr. Ma Hung Fung, will preside over the Secretariat. The Education Department has been offered to Mr. Wong Fui Man, a former professor of the Peking National University, but Mr. Wong, though in Canton at the present time, has declined to accept the post. In view of this it was decided that Mr. Shu Chung Ching, the present Commissioner of Education should continue to hold the portfolio. It is thought that Mr. Liu Tso Po, a close friend of Marshal Li Tai Hsin, will continue to be Commissioner of Civil Affairs. Mr. Wu Teh Shing will resign in favour of Mr. Li Man Fan as Commissioner of Reconstruction, whilst Mr. Fung Cho Man will remain as head of the Finance Department.

The Department of Education will be abolished ultimately. Each province will establish one national university which shall absorb the work of the Department of Education. In some provinces under Nationalist control this has already been carried out. But in Kwangtung the time is not as yet ripe for the incorporation of the work of the Department of Education with the Sun Yat Sen University in Canton.

The abolition of the Department of Labour and Peasantry has caused considerable comment in certain official circles in Canton. Many thought that the work for the farmers and labourers should be continued by the Government, as it was a part of Dr. Sun Yat Sen's plan of national reconstruction. It was said that with the abolition of the Department, a bureau of labourers and merchants should be created for the purpose of teaching these two classes the principles of the Nationalist Party. They further argued that should the creation of the bureau materialize, Mr. Ma Chiu Tsoon, the present Commissioner of Labour and Peasantry whose department is about to be dissolved, should be appointed chief.

## NEW WING FOR MORRISON HALL.

## DR. T. W. PEARCE LAYS FOUNDATION STONE.

## THE "MAIN STAY OF THE UNIVERSITY."

## AN ANONYMOUS GIFT OF \$30,000.

Dr. Middleton Smith, speaking yesterday at the laying of the foundation stone of the west wing of Morrison Hall of the work of Dr. T. W. Pearce in Hong Kong called him "The Mainstay of the University."

The ceremony was made the occasion of a formal farewell to Dr. Pearce who is leaving for Home on retirement on Saturday. Mr. Justice J. R. Wood, who is going on Home leave by the same ship, presided and spoke at some length on the work and future of Morrison Hall. He also expressed the gratitude and thanks of all assembled there to Dr. Pearce for the wonderful work which he had done during more than forty years in the Colony.

Dr. E. A. Middleton Smith, in the unavoidable absence of Mr. Hornell, the Vice-Chancellor, spoke on behalf of the University of the very deep debt of gratitude which that institution owed to Dr. Pearce.

Dr. S. W. T'so, on behalf of the Chinese community, said that Dr. Pearce's knowledge of Chinese had enabled him to assist in a translation of the Bible into Chinese which had given his countrymen a much better understanding of the Christian religion.

The Rev. J. Kirk Macdonald spoke for the community of Hong Kong in general and referred to Dr. Pearce as a feature of the landscape, no alterations of building, he said, could so mar the natural beauties of the Island as the removal of Dr. Pearce would do.

Mr. K. C. Chow, one of the students resident in Morrison Hall, said that the understanding and paternal care which had been a feature of Dr. Pearce's wardenship would never be forgotten by those who had been privileged to be Morrisonians during his term of office.

A large number of people both Chinese and European were present yesterday to witness the laying by the Rev. Dr. T. W. Pearce, O.B.E., of the foundation stone of the new west wing of Morrison Hall.

Dr. Pearce is well-known and loved in the Colony which he has served for more than forty years. Many friends of the University, professors and past and present students were there to bid him farewell.

Opening the Proceedings.

Mr. Justice J. R. Wood said that Dr. Pearce was the only one who had a right to lay the stone of the new wing as it was he who founded Morrison Hall and brought it to its present state.

An Anonymous Donor.

Morrison Hall, said the speaker, was built in 1912 when the University was opened and accommodated 32 students. There had been no more money at that time to make it larger but the combined efforts of the London Missionary Society and friends of the hostel had now made further building possible.

An anonymous gift of \$30,000 had been received in London by the London Missionary Society, which with the \$10,000 saved on working the hostel during the past sixteen years was sufficient for the badly needed new wing. A letter of thanks would be sent via the London Missionary Society to the donor.

The New Wing.

The new building would be a great improvement; experience had shown that 50 students was the right number in a hostel and that number would be accommodated when the new wing was complete. The old hostel had a provisional dining hall and reading room which was too small—the new building would have a room of 70 feet long for this purpose, also increased lavatory accommodation and eighteen additional cubicles. The building would be erected in reinforced concrete and brick and the plans had been drawn up by the firm of architects that built the original hostel. The warden hoped that all the guests present to-day would be there at a further ceremony six months, hence when the new wing would be opened.

Laying the Stone.

Mr. Justice J. R. Wood then presented the warden with a trowel and descended with him into the excavation where the stone was lowered and declared "well and truly laid."

The Rev. J. Kirk Macdonald delivered an extempore prayer for the continued success of Morrison Hall and the whole gathering repeated the Lord's Prayer.

## FAREWELL TO DR. PEARCE.

## ELOQUENT TRIBUTES.

Mr. Justice J. R. Wood said that he wished Dr. Pearce *bon voyage* with a full heart as he himself was going on the same boat. He would not like Dr. Pearce to leave without knowing that they all realized how much he had done for Hong Kong. His self-forgetfulness even more than his courage had always helped every one who had known him. He was sure that one of the features of Dr. Pearce's retirement would be the constant visits of his Hong Kong friends on leave.

The Mainstay of the University.

Dr. J. W. Middleton Smith said that he had been asked, in the unavoidable absence of Mr. W. W. Hornell, to say farewell to Dr. Pearce on behalf of the University. It was hard to say either how much the University appreciated him or how much the University owed to him, he had been the mainstay of the University which would miss him beyond words.

Some people might think Dr. Pearce was getting on in years but outward appearance was non-essential; his heart was young. The name Pearce was as famous for learning as it was for cricket. He

recalled having seen three generations of Pearce's playing, and he was sure that the warden's heart would still be young on the day when he received a cable from the University to congratulate him on being 100 not out. He recommended anyone in a difficulty to take Dr. Pearce into their confidence. "I assure you," Dr. Pearce, he added, "that old students will come to see you in London, and that they will regard the time spent under you as one when they learnt valuable lessons, and recognise, as we all do, that the University owes you a deep debt of gratitude."

## A Father Rather Than A Warden.

Dr. S. W. T'so speaking on behalf of the Chinese community, said that Dr. Pearce had been for more than fifty years in China but he evidently liked the South best as he had spent over forty of those years there. His knowledge of Chinese had enabled him assist in a translation of the Bible which gave the Chinese a better understanding of Christianity. He believed that Dr. Pearce's interest in China was so great that he would soon return and he might be assured of a very hearty welcome if he did even if he did not active work.

The Rev. J. Kirk Macdonald, speaking on behalf of the general community of Hong Kong, suggested that the new wing be called "The Pearce Extension." Too much could not be said of his kindness and we should not know the Colony without him. He thought it hardly necessary to wish him *bon voyage* as when he left and the gospel were together on one ship she could hardly fail to arrive in safety.

## Dr. Pearce's Unique Laugh.

Mr. K. C. Chow, on behalf of the students of the University, spoke of the sorrow felt by them all at his departure. By his paternal care, unselfishness, and valuable assistance he had endeared himself to Morrisonians and had become a figure of reverence to all the students of the University. His many services would always remain fresh in their minds and be a link between Morrison Hall and London. They were sad to lose Dr. Pearce and his unique laugh which had so fascinated them that several of them had learnt to reproduce it. (Laughter applause.)

## DR. PEARCE'S SPEECH.

## Advantages of A Resolute Countenance.

Dr. Pearce said he had been thankful that afternoon for being the possessor of a resolute countenance, which had hidden his blushes while listening to the kind things that had been said of him. He had enjoyed his wardenship as much as any resident of Morrison Hall could have done and during the ten years it lasted he could remember only two incidents of a distressing order, and only on one occasion had he had to appeal to higher authority.

## Pioneer Work for The University.

He counted it a great honour to have been asked to lay the foundation stone and this ceremony was a most felicitous way of taking leave of him and one which he appreciated keenly. The pictures which he had of Morrison Hall and the University would be of very great charm and a stimulus during his retirement for he would always take the deepest interest in the work of the University. He thought of the University as doing its part for China, for the Straits, for Java and even for India. It would cheer him greatly during his retirement to review his life in Hong Kong and recall the experiences which he had had during his wardenship. He was a great sorrow to him to leave but this day was something of a solace and he would look forward to seeing them all again. "I shall," he said, "always think of you who have lived under my charge and be glad that ten years of my life have been spent with you here at Morrison Hall."

## ROUND THE POLICE COURTS.

## A MEAN SCAMP GAOLED.

## "WOMEN DO NOT LIE."

A Chinese woman when charged with trespassing on Government property without a permit, had the temerity to say that "women do not lie." The Magistrate disbelieved her.

A mean scamp was punished for defrauding a woman of \$40 on the pretence of getting a passport for her.

## A CONTEMPTIBLE RASCAL.

In the remote part of Tungkoon a woman and her two sons were daily hard at work and putting away all they could in order to get to Singapore where the father was employed.

Eventually they saved enough to buy the necessary passages to Singapore. But in the village where the woman lived, it had never been known for women to travel alone. She therefore waited until an emigration party was made up. Among them was a young Chinese, who won the woman's confidence during the journey to Hong Kong. Arriving there the woman, her children and the young man went to stay in a boarding house to await the first boat to Singapore.

The man told the woman that a passport was necessary and promised her to arrange matters if she would give him \$40. She parted with the money. The man later presented her with a piece of paper which he said was her passport. The woman was pleased and thanked him.

She later showed it to a *fok* of the boarding house, who found that it was a vaccination certificate and told her she had been defrauded. The police were informed and when the man was arrested he was found to have only \$2.70 on him. He said that the balance of the money was given to another man whom the police found had left for Singapore.

This man was charged yesterday morning before Major C. Willson and Det. Sgt. Flaherty, prosecuting, asked the Court to turn over the defendant's belongings to the woman as some measure of restitution.

Major Willson made this order and sentenced the man to two months' hard labour.

## MONEY FOR THE NETHER WORLD.

A Chinese coolie would have been a wealthy man if all the notes found in his possession had been genuine. Unfortunately for him, the notes were intended for circulation in the nether world, and for their illicit possession he was made to part with \$2 in good money yesterday morning at the Central Magistracy.

The man was charged before Mr. R. E. Lindell with having in his possession one hundred imitation banknotes used for joss purposes. The notes were of all denominations ranging from \$1 to \$50. On one side were the English words "Bank of Ming Tung, Fifty Yuan, National Currency." On the other side of the \$10 note "Currency for the Other World" was printed. The Magistrate in imposing a fine of \$2 said that steps should be taken to prevent the circulation of these notes as it was unfair that people like the defendant should be charged with possession.

It is interesting to state that the Canton Government had forbidden the manufacture of these notes on the ground that they are misleading to the ignorant people and were undesirable in view of the enlightenment of the people and the decay of divine right.

## HIT ON THE WRONG TARGET.

A Chinese coolie received a severe knock on the head at the Kowloon Canton Railway Station on Monday afternoon. He was rendered unconscious and his assailant was arrested and charged at the Kowloon Magistracy yesterday.

The defendant said that he did not intend to strike the man. He had had no quarrel with him and was himself struck by a third man. He chased the offender, and in doing so he accidentally struck the wrong man. His worship held that it was an accident and ordered the defendant to pay \$5 compensation and bound him over in the sum of \$50 to keep the peace for six months.

(Continued on next Column).

## CORRESPONDENCE.

## "OH; LISTEN TO THE BAND!"

(TO THE EDITOR OF THE "HONG KONG DAILY PRESS.")

Sir,—Through the medium of your columns I should like to express my appreciation of the very fine concert given by the Queen's Regimental Band on the Cricket Ground last evening. The personnel of the Band are to be congratulated on the really excellent display. It was one of the very best musical entertainments I have ever listened to. The very large and enthusiastic audience which turned up at yesterday's performance and which heartily applauded at the conclusion of each of the different items on the programme demonstrated the great popularity of these open-air concerts.

If my memory serves me rightly, the band of the East Surreys used to hold open-air concerts in Kowloon at regular intervals—once a week, I think—in 1923. Those very enjoyable affairs were a great boon and provided immensely popular with the public, who used to flock out in large numbers to Chatham Road on the summer nights when the band was playing, to enjoy the fine music.

While we are about it, may I suggest that these weekly band concerts be revived during the coming summer? Goodness knows we have little enough in the way of amusement and diversion in this sleepy city. There are several regiments stationed here now, and if they could take it in turns to provide entertainment in the way of musical treats, they would be doing a great public service to the Colony and their efforts would, I feel sure, be highly appreciated by all classes of the community.—Yours, for a Brighter Hong Kong, A. M. B.

Hong Kong, April 24th.

## "TRUTHFUL" WOMEN DISBELIEVED.

Two Chinese women, who declared that they "could not lie," appeared before Mr. W. Schofield at the Kowloon Magistracy yesterday morning for trespassing on Government property.

They strongly maintained that they had every right to be on the platform and produced two chits to show that they were engaged by a contractor who was working there.

Inspector Phillips told the Court that he could not locate the contractor and that neither of the defendants seemed to know where he could be found. The Police believed that the chits were borrowed for the occasion.

His Worship agreed and told the defendants so. Whereupon the defendants expostulated that women did not lie.

His Worship: Oh, don't they? Mr. Schofield added that the story was ingenious but not credible. He fined them \$10 each.

## ANOTHER RETURNED BANISHEE.

Another returned banishee made his appearance before Mr. R. E. Lindell at the Central Magistracy. The man's record showed that he was banished from the Colony for ten years in 1921. He returned in September last when he was sent to gaol for six months. On the expiration of his term he was re-deported. Scarcely two months had elapsed, the man was again found loitering in the Colony.

The defendant pleaded that he had an aged mother of 70 years in the Colony and had returned to look after her. The Magistrate sentenced him to one year's hard labour and 20 strokes of the birch.

## TRAFFIC CASES.

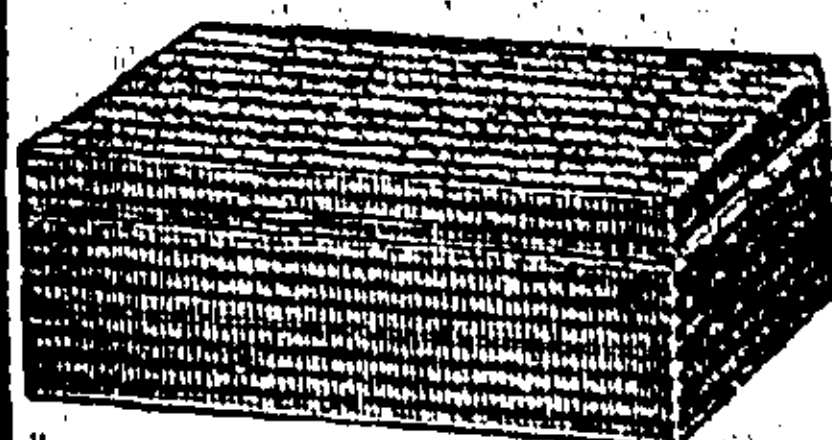
## THIRTY SUMMONSES HEARD.

Thirty traffic summonses were heard before Major C. Willson at the Court yesterday morning. The offenses were mainly obstruction and loitering and fines ranging from \$5 to \$10 were imposed.

The youth who caused the damage to the store in Tai Long Street also appeared. He told the Court that he was a motor car tout and car washer, and had always held the ambition of becoming a chauffeur. One night after washing the car he attempted to drive it along Percival Street, but he had not gone far when disaster overtook him and he crashed into the store at Tai Loong Street. The owner of the store estimated the damage at about \$170, and the damage to the car was \$70.

For driving without a license the youth was fined \$10 or two weeks' imprisonment, and for taking the car without permission he was further fined \$25 with three more weeks to serve as the alternative.

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USE—ENGLISH  
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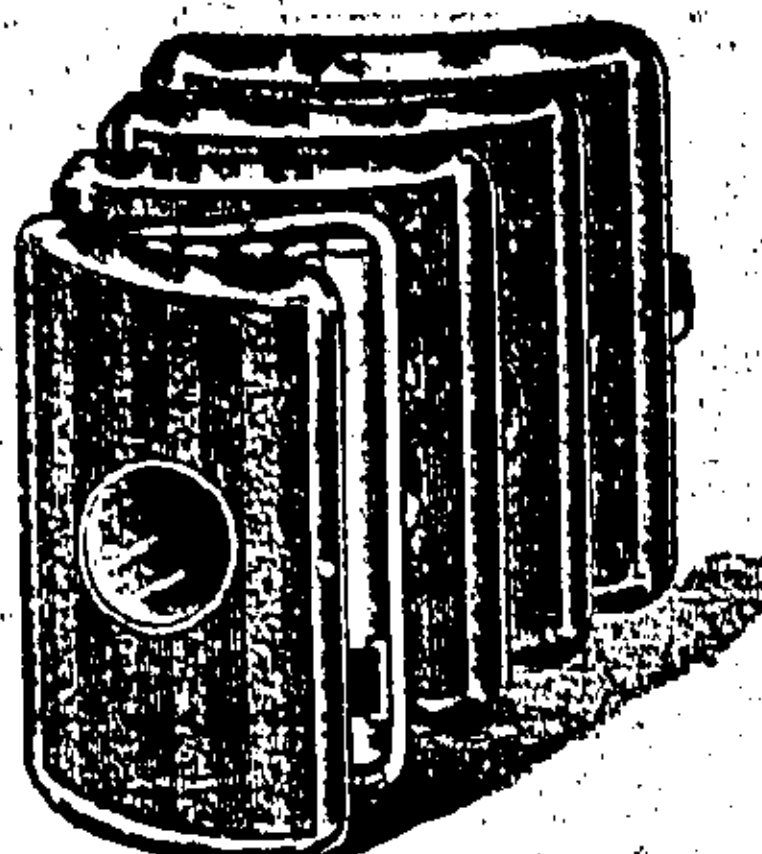
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- 4424 A PASTORAL  
(SING TO ME THE OLD SONGS)
- 4425 BERCEUSE  
(GIPSY SONG)

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- "INDIA." By Sir VALENTINE CHIROL. .... \$11.00  
No book has ever before given so clear an account of India's history or so magnificently estimated of her present position.
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Vol. 1. From Birth to Accession ..... \$23.00  
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- "FINDING THE WORTH WHILE IN THE ORIENT." By L. KIRTLAND. .... \$8.00  
This book provides a vast amount of invaluable information for travellers. Places dealt with include Japan, China, Hong Kong, the Philippines, Siam, Malaya.
- "OPIUM." By J. P. GAVIT. .... \$9.50  
An account of the traffic in Narcotic Drugs.
- "FIFTEEN THOUSAND USEFUL PHRASES." By C. KLEISER. .... \$5.00  
A practical book for workers in words.
- "BRITISH MUSEUM GUIDE TO THE POTTERY AND PORCELAIN OF THE FAR EAST IN THE DEPARTMENT OF CERAMICS AND ETHNOGRAPHY." .... \$1.90  
With 16 plates and 230 illustrations.
- "LES GRANDES CHASSES EN INDOCHINE." Par J. BORDENEUVE. .... \$15.00  
Illustrations de A. JORJEX.  
A wonderful work on Big Game Hunting in Indo-China. The coloured illustrations are superb.
- "SAISON INTERNATIONALE D'ART PHOTOGRAPHIQUE DE PARIS 1927." .... \$6.50  
This album of pictures by leading French photographers contains wonderful camera results.
- "CONSULAR REQUIREMENTS FOR EXPORTERS AND SHIPPERS TO ALL PARTS OF THE WORLD." Compiled by J. S. NOWERY. .... \$5.65  
Including exact copies of all forms of consular invoices, with some hints as to drawing out of Bills of Lading, etc.
- "BUSINESS CALCULATIONS." By FREDERICK HEELIS, F.C.I.A. .... \$1.50  
A series of graded exercises in the compilation of business returns and statistics.
- "ADVANCED TYPEWRITING." By FREDERICK HEELIS, F.C.I.A. .... \$2.65  
A comprehensive guide for advanced typists and examination candidates.
- "WHY SOME SUCCEED AND MANY FAIL." By G. E. GALLAGHER. .... 75 Cts.  
A Bank Manager's hints to young business men.
- "EXECUTORS AND ADMINISTRATORS—THEIR FUNCTIONS AND LIABILITIES, OR HOW TO PROVE A WILL." By G. EMERY, LL.M. .... \$2.25

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## NEW ADVERTISEMENTS.

G. R. PUBLIC AUCTION.

**PARTICULARS AND CONDITIONS** of the Sale by Public Auction to be held on MONDAY, the 30th DAY of APRIL 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Mong Kok in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale	Regulatory No.	Locality	Boundary Measurements	Contents in square feet	Annual Rent	Upset Price
1.	1011	Kowloon Island, Lot No. 9111, Junction of Nathan Road & Dale Street, Mong Kok.	As per sales plan	36,920	424	\$2,300

[6188]

## CHINA UNDERWRITERS, LIMITED.

**NOTICE IS HEREBY GIVEN** that the FOURTH ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of CHINA UNDERWRITERS, LIMITED, will be held in the Board Room of Messrs. SHAW, TONG & CO., 2nd Floor, Building, Chater Road, Hong Kong, on WEDNESDAY, the 2nd DAY of MAY, 1928, at Noon, for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the Year ending 31st DECEMBER, 1927, and of electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 2.30 PM, 1928, to 2.30 PM, 1928, Both Days inclusive.

By Order of the Board of Directors,  
**HERBERT B. STURT,**  
Secretary,  
Hong Kong, 19th Apr., 1928. [6162]

## HONG KONG JOCKEY CLUB.

**DRAFT Programmes and Entry Forms for the FOURTH EXTRA RACE MEETING** to be held on SATURDAY, 5th MAY, 1928 (Weather permitting), may be obtained at the RACE CLERK, HONG KONG CLUB, and CAUSEWAY BAY ST. The Entries will CLOSE at 6 P.M., on FRIDAY, 27th APRIL, 1928. [6163]

## THE HONG KONG IRON MINING CO., LTD.

To: **ERNST DE BAVIER**  
**HERMANN JOHN MANDEL**  
**HUGO SUTER** and  
**DR. KARL JUSTI.**

**TAKE NOTICE** that in consequence of the Calls not having been paid on the Shares set out against your respective Names hereunder:

**ERNST DE BAVIER** 50 Shares Nos. 9191/9240.  
**HERMANN JOHN MANDEL** 50 Shares Nos. 9201/9250.  
**HUGO SUTER** 5 Shares Nos. 9471/9475.  
**DR. KARL JUSTI** 25 Shares Nos. 9551/9575.

Due Notice having been addressed on the 24th DECEMBER, 1927, the Shares above named are HEREBY Declared Forfeited under the provisions of Articles Nos. 35-42 of the Articles of Association. Dated 22nd day of April, 1928.

By Order of the Board of Directors,  
**L. S. GREENHILL,**  
Secretary,  
Hong Kong, 23rd Apr., 1928. [6166]

## BUSINESS OPPORTUNITIES.

**WHEN IN SWATOW**, Call on **HWA LAH & CO.**, Office No. 16, WHAT AN STREET, KWANG CHAI DISTRICT. We are Wholesale Importers Commission Agents, Representatives, Intermediaries, etc. If unable to Call, Send Samples and Catalogues with Prices. Always ready to help. This will save you Time, Expense and Trouble in Discovering Sources of Good Business. Good References given. [5988]

## NOTICE.

**MONIES UP TO \$30,000** are Available for Investment on 1st Class Mortgage Security subject to a Trustee Valuation.

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## FOR SALE.

**NEWSPAPER PRINTING MACHINE.** In thoroughly Good Order. Capable of Printing Four Pages at One Time of the Average Size Newspaper. Apply Box 6117, 1/2 Daily Press Office. [6117]

## INTIMATIONS.

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**NEWLY FURNISHED 5 Roomed BUNGALOW**, Magazine Gar., Tennis Court, Modern Sanitation. TO LET for 3 Months from 1st JUNE. Moderate Rental to Suitable Tenants. Apply: Box No. 6183, c/o Hong Kong Daily Press. [6183]

**THE MISSES WOODS** wish to Announce their Departure from the Colony for Good on MAY 30th by "KAWASS" to Asia, and to give Notice that their TERMINATION of their DANCING TUITION on MAY 4th. Pupils should book early for the **YALE BLUES**, a Dance that is Most Essential to Learn—Studio: 3, BRACONSFIELD ARCADE. Tel. C. 5128. [6185]

**\$10 REWARD—LOST** on APRIL 18th, A TURQUOISE BROACH in Form of a Bird—Apply: SOOYIL KINGSLEY, Kowloon. [6183]

**FINE PIANO FOR SALE** (Mortgage \$600 Model). Splendid Tone. Price: \$350.—Ring Mrs. HARRY WOODS, C. 5128 for Appointment to Inspect Same. Owner leaving Colony next Month. [6182]

**TO LET—No. 1, North Point View, Modern BUNGALOW** in Good Repair.—For particulars, Apply to Messrs. DRACONS, No. 1, DE VOUX ROAD CENTRAL. [6181]

## BIRTHS.

**ADAMS**—On April 20th, at Shanghai, to Mr. and Mrs. E. H. ADAMS, a daughter.  
**BALDWIN**—On April 20th, at Shanghai, to Dr. and Mrs. F. B. BALDWIN, a daughter.

## MARRIAGE.

**MARSHALL-KUNIL**—On April 18th, at H.B.M. Consulate-General, Shanghai, GEORGE ERNEST MARSHALL to KUNY KUNIL.

## DEATHS.

**ANDERSEN**—On April 15th, at Shanghai, CLARA LAURITS ANDERSEN, aged 78.  
**SCOBIE**—On April 18th, at Shanghai, CHARLES KEAN, son of Mr. and Mrs. J. K. SCOBIE, aged one year and nine months.

Hong Kong Office: 11, Ice House Street.  
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

## The Daily Press.

Home Kiosk, April 27th, 1928.

## BATHING FACILITIES AND PLAYGROUNDS.

At the Meeting of the Legislative Council to-morrow (Thursday) afternoon the Hon. Sir HENRY POLLOCK will move the following resolution:

That the answers given in this Council on the 19th April to my questions 4 and 7 are unsatisfactory.

The first question referred to dealt with public bathing facilities. Sir HENRY POLLOCK asked the Government if it would

(i.) Put up additional bathing cubicles, and pavilion accommodation, for the use of the public, at Repulse Bay?

(ii.) Put up bathing cubicles, and a pavilion, for the use of the public, at the Bay near Stanley where private bathing matches have already been erected?

The COLONIAL SECRETARY replied: At present, fifteen cubicles (70'0" x 6'0") are being erected at Repulse Bay, with fresh water showers, water stand pipes, etc.; ten are for men and five for women. No provision is being made for a pavilion.

The beach at Stanley has been fully allocated; two or three additional sheds might be erected on the higher ground above the beach, but this site is not considered suitable.

No public bathing cubicles or pavilion are being erected and no funds are provided for this purpose.

The second question to which the answer is deemed unsatisfactory referred to a children's playground in Kowloon. Sir HENRY POLLOCK asked—

Will the Government utilize one of the strips of Government land abutting on Salisbury Road as a playground for Kowloon children? Will the Government also

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inquire into the possibility of various unutilized pieces of land abutting on Nathan Road being temporarily used for the purposes of children's playgrounds?

The COLONIAL SECRETARY replied: "Pending its use by the Government for other purposes, a small area can be reserved as a children's playground at the junction of Salisbury and Middle Roads. There is, however, in the opinion of the Government, no area at Tsimshatsui which is really suitable for permanent reservation as a children's playground; and none of the undeveloped area adjoining Nathan Road appears to be suitable for conversion to children's playgrounds."

The question of bathing facilities resolves itself, for all practical purposes, into one of transport. There are some lovely bays in the vicinity of Hong Kong where bathing is a delight but only those who have a motor-car or launch at their command can conveniently reach them. It is not argued, we presume, that public money should be spent in providing additional convenience for the wealthy. Bathing should be encouraged because it is a health-giving form of recreation and if the Government can do anything to popularize bathing, still more among the public generally it should certainly do it. Obviously, however, the first essential is to find a beach which the crowds can reach at little or no expense. Having done this we should probably find that all other difficulties would disappear and that private enterprise would quickly step in and provide the facilities required on a sound commercial basis. The building of "pavilions" seems to us to be scarcely a concern of the Government. If they can be erected and made to pay private companies would doubtless be willing to undertake the work. If they are to be

operated at a loss it is scarcely right that that loss should be borne by the Treasury in view of the fact that the pavilions would only, in present circumstances, be used by those who could afford to pay a shilling or more to get to them.

With respect to the provision of a children's playground at Kowloon the trouble has arisen because Sir HENRY POLLOCK, or rather his predecessors were not farseeing enough to raise such questions in Council twenty or thirty years ago. The best sites are now taken and could only be purchased by the Government at enormous expense. Kowloon should certainly have a playground but so far the Government, in spite of diligent search, has been unable to locate a suitable area. If Sir HENRY POLLOCK's motion leads to further investigation of the problem and this investigation is successful no one, we imagine, will be more pleased than the Government itself.

The total output of the Kailan Mining Administration's mines for the week ending April 7th amounted to 114,194 tons, and the sales during the period to \$4,750 tons.

On a charge of stealing a wrist watch from her former mistress, a young Chinese woman was, at the Kowloon Magistracy yesterday morning, bound over in a sum of \$100.

St. Peter's Church Young Men's Club are holding a grand concert at St. John's Cathedral Hall to-morrow, Miss Daisy O'Keefe and her pupils have kindly consented to appear.

Sir Victor Sassoon, Bt. arrived in the Colony yesterday by the M.M. liner *Atlas*. He was accompanied by Mr. F. A. Perry of the British American Tobacco Co. Sir Victor is proceeding to Shanghai.

The forthcoming wedding is announced of Mr. A. Pio-Castro, mercantile assistant at Messrs. Standard Oil Company of New York, and residing at No. 552, Nathan Road, Kowloon, to Miss K. G. Danenberg, of the same address.

Mr. R. C. Mitchell who is going on Home leave by the *a.s. Alcega* on April 25th will be missed at the coming V.R.C. Night. "Bob" has, for years helped with the arrangements of the Night Fete, and for some time was Hon. Secretary of the V.R.C.

An office-boy employed at Taihook Dockyard was charged before Mr. B. E. Lindell yesterday morning, with stealing \$1 from Mr. F. S. McLeay, Marine Superintendent of the Chinese Navigation Company. His Worship inflicted a sentence of six weeks' hard labour.

For landing on Stonecutters Island without permission, a Chinese hawker, who went there on board the Army launch on Monday, was fined \$25 with the alternative of two weeks' hard labour by Mr. W. Schofield at the Kowloon Magistracy yesterday morning. The defendant was arrested by Private Gallagher, R.A.

Among passengers due to sail for Home by *a.s. Alcega* on April 25th are Sir J. Kemp, Mr. Justice Wood, Mr. and Mrs. B. S. Logan, Mr. and Mrs. J. Carr, Mr. and Mrs. S. O. Hill, Mr. and Mrs. E. Ralphs, Mr. and Mrs. W. Elliot, Mr. and Mrs. R. C. Mitchell, Mrs. H. F. Crook, Mr. M. J. Brown, and Inspector A. E. T. Brown.

Inspector A. E. T. Brown, who before his retirement was in charge of the Water Police, is leaving for Home by the *a.s. Alcega* on Saturday. Inspector Brown, who was a notable figure at the Harbour Office, joined the local Police Force in 1910. He has completed about 37 years of continuous service as a policeman, both at Home and in Hong Kong. His position is being taken by Inspector Messers.

## MR. E. RALPHS.

Mr. E. Ralphs, F.C.S., F.R.G.S., Assistant Commissioner of the Hong Kong St. John Ambulance Brigade, who is shortly going on leave, will be the recipient of a gold lacquer coffee set and tray at the Education Office at 11.30 a.m. to-day.

## WEATHER REPORT.

Yesterday's weather report, forecast and remarks issued by the Royal Observatory at 3.30 p.m. stated—

The anti-cyclone is now central near Nagasaki. It dominates the map. Local Forecast—East winds, strong, moderating overcast, some rain.

## THE "SAN NAM HOI" PIRACY.

**PAYMENT TO DEPENDANTS OF INDIAN GUARDS.**

**GOLD WATCHES FOR MASTER AND CHIEF ENGINEER.**

**FINANCE COMMITTEE VOTES.**

At the Legislative Council meeting to-morrow (Thursday) will be followed by a meeting of the Finance Committee when votes for supplementary expenditure, totalling \$49,350, will be asked for.

The provision made in the estimates for rent allowances was \$72,000, which sum was increased by a supplementary vote to \$75,700. The amendment during the year 1927 of the rules governing rent allowances to officers with salaries below \$900 per annum and the grant of lodging allowances to bachelors, at a maximum rate of \$30 a month and to married officers not residing in tenements at a maximum rate of \$100 a month, have resulted in the supplementary estimate being extended by \$812. A vote of this sum is therefore required.

Newspapers and Periodicals. A sum of \$192 is needed for the purchase of newspapers and periodicals, the estimates of \$5,500 having been exceeded by this amount. In 1927 general authority was given to the Secretary for Chinese Affairs to purchase such vernacular papers as he considered necessary. To keep in touch with the Chinese situation, more purchases than estimated were called for.

**Harbour Department.**

A supplementary vote of \$83 is needed by the Harbour Department under the heading of incidental expenses.

During 1927 Mr. P. G. Taylor, Assistant Government Marine Surveyor on leave and Mr. B. H. Church, appointed Assistant Government Marine Surveyor on probation by the Colonial Office, were required to take, under the supervision of the Board of Trade, courses of instruction that would enable them to deal with special passenger certificates. The travelling and subsistence expenses to the amount of \$1,425.05, incurred by these officers during the progress of their courses have been paid out of the "incidental vote" of the Harbour Department. In addition to this item a sum of \$1,320.48 was spent on ordinary incidental expenses during the year, and a further sum of \$345 in settling a claim for damages due to a collision between General Post Office Launch No. 11 and *s.s. Tean*. The total expenditure under this sub-head is thus \$3,291.43, which exceeds the estimate and supplementary vote by \$82.30.

**The Piracy Of The "San Nam Hoi."**

When the Chinese steamer *San Nam Hoi* was attacked by pirates on the West River on January 17th, the Chief Officer and two Indian Guards were killed and two other Indian Guards were severely wounded. In the case of the two Indian Guards who were killed it is proposed that Government should pay \$450 to the dependants of each guard killed, bringing the total gratuity (with \$300 paid by the owners) to \$750 in each case. It is further proposed to present to the Master and Chief Engineer of the vessel in recognition of their very gallant resistance which ended in the defeat of the pirates. The cost of suitable watches is about \$250 each.

A supplementary vote for \$1,400 to meet the expenditure involved in these proposals is requested.

**Wongneichong Development.** A sum of \$14,800 is required to complete the work in progress in the Wongneichong development scheme. The total vote for 1927 was \$25,000 but the expenditure amounted only to \$7,290 leaving an unexpended balance of \$17,710. A sum of \$1,000 only was provided in the 1928 estimates and consequently this \$14,800 is in the nature of a re-vote. The necessity for this re-vote is due partly to an adjustment made late last year in the sites of two of the blocks of new houses. They are now removed from the Eastern side of the nullah to a position on the Western side. It was not possible to complete this formation in 1927. The completion of the Northern section of the Development must be delayed until the new school and latrine are constructed. Financial provision of these works was not made available until this year. The Director of Education's requirements in reference to the School have not yet been settled and therefore working drawings and the contract cannot yet be proceeded with. It may not therefore be possible to complete the building in time to allow the development referred to above being completed this year in which case part of the Supplementary Vote (\$14,800) now requested may not be spent, and will need re-voting in 1929.

(Continued on next Column.)

## INDIAN CONSTABLE SENTENCED.

**5 CENT BRIBES FROM HAWKERS.**

**DEFENDANT'S MIXED RECORD.**

An Indian Constable was suspected by the Police of accepting bribes from certain storeholders in Graham Street, so a trap was laid for him and the suspicions substantiated. The constable in consequence was charged before Mr. R. E. Lindell at the Central Magistracy yesterday afternoon. Mr. P. P. J. Wodehouse, C.I.E. (Deputy Superintendent of Police) prosecuted and Mr. Leo D'Almada appeared for the defence and entered a plea of guilty.

Mr. D'Almada said that his client admitted the charge against him directly it was brought against him. He made no attempt to evade the charge, and his frank submission was noteworthy. The trap was set by giving the storeholders each a marked five-cent piece. The constable's method of collecting his bribe, was to pick it up as the storeholders laid it on the counter of the store. The ruse had worked perfectly, and the Indian Constable was arrested. Mr. D'Almada stressed the point that the bribe was in each case for the very small amount of 5 cents, and was merely given to avoid complaints of obstruction.

The defendant, according to Mr. D'Almada had a very creditable record and in May 1925 had been commended for a courageous arrest of a Japanese whom he suspected of carrying arms. The defendant was also given \$100 for his services. Concluding Mr. D'Almada pointed out it was just a matter of "falling at a moment of temptation."

Mr. Wodehouse, for the prosecution, pointed out to the Magistrate that cases of policemen victimising hawkers were far too common, and brought to book, there were many who escaped punishment. There was evidence that the defendant had accepted bribery on several other occasions but this was the only time he was caught. "We want to put a stop to this practice," said Mr. Wodehouse, "and we can only do this if heavy punishments are inflicted." The defendant had not got a good record, and on one occasion he had caused considerable trouble by fighting two Chinese who were accompanied by ladies. This had happened near the Sincere Company premises in March 1927. The Magistrate, agreed with Mr. Wodehouse that the case was serious and that this form of bribery must be stopped. He imposed a sentence of three months' hard labour.

**The Late Mr. W. G. Gerrard.**

Mr. W. G. Gerrard, Assistant Superintendent of Police, who joined the Police Force in 1898, died on 28th March, 1928, in London whilst on leave. It is proposed to grant his estate a gratuity equal to one year's salary calculated at the date of his death (£700). This is in accordance with the usual practice.

There are not sufficient funds available in the appropriate vote and a supplementary vote of \$7,000 is therefore requested.

**Police Training School.**

A vote of \$6,800 is required to meet the cost of

(a) Alterations required to the premises at the junction of Prince Edward Road and Nathan Road, Kowloon, occupied as a Police Training School, and till recently occupied by the Diocesan Boys' School.

(b) The purchase from the Diocesan Boys' School of the existing covered shed, wire netting and cooking stoves. The price for same has been agreed upon by the Captain Superintendent of Police and Headmaster, Diocesan Boys' School.

The recent of these buildings used as a training school is \$1,750 a month as from March, 1928, and a sum of \$17,500 is asked for to pay this rent until the end of the year.

**Mosquito Nets.**

A sum of \$1,800 is also required by the Police for the purchase of mosquito nets. The provision made in the estimates is \$7,000.

Mosquito nets are required for the new police training school at Kowloon at a cost of \$9 each. Owing to the reclamation work going on in the vicinity of the school it has been found necessary to issue all men with mosquito nets. The amount provided in the estimates is insufficient to meet this expenditure and a supplementary vote is therefore requested.

## AN UNLUCKY THIRTEEN.

**HAKKA AND HOK-LO CLAN FLIGHT.**

**SOME INNOCENTS SET UPON?**

The adjourned case, concerning a free fight between two gangs of Hakka and Hoklo coolies respectively, again came before Major Wills at the Central Magistracy yesterday. Two of the men still had their heads bandaged and the defendants were ranged in two groups in the Court room, the dock accommodation being inadequate for so large a party. The unlucky squad, numbered thirteen, seven Hakkas and six Hoklos.

Mr. L. D. Turner appeared on behalf of the Hoklo men and Mr. M. K. Lo defended the Hakkas. Inspector Spear prosecuted for the Police.

Sergt. Norton, told the Court that he was on duty at the time in question and noticed a group of men fighting on the Chin On Wharf with bamboo poles. He immediately went to the scene of the fight, and in the attempt to quell the fighting he was struck by one of the men with a bamboo pole. The man was later arrested and found to be a Hakka.

Questioned by Mr. Lo, Sergt. Norton said that he blow was not struck intentionally but by mistake and in the ordinary course of the contest.

Mr. Lo said that his clients were not members of the Hakka guild which the Hoklos had a feud. They were a group of innocent people who had come down to the wharf to see some relatives off. They were set upon, much to their amazement, by a gang of Hoklos and in self-defence they were obliged to make a counter-attack.

Two of Mr. Lo's clients, who were Hakkas, then told the court that they were employed as *foi* in a certain Chinese firm named the "Hong Kong Company," and that they went to the wharf to see certain relatives off. One of the men received a blow on the head, which rendered him unconscious and he had to be taken to the Government Civil Hospital for medical treatment. The court told the Court that he was pushed, by one of the rival clan, into the water, but as he could swim he climbed into a signpost. Neither of the men were members of the guild against which the Hok-Lo clan had a feud.

Mr. M. K. Lo told the Court that there had been a feud between these two clans for the last 20 or 30 years. It had all arisen over an argument as to the right to sell 3rd class tickets on the Douglas Steamship boats. The Company had decided to divide the tickets amongst these two clans, but for some reason or other the Hok-Lo clan thought they were being cheated of their rights and that the Hakka sold more tickets than they. This was the whole foundation of the feud. None of his clients were members of the Hakka organisation which sold these tickets, but were merely Hakkas on the wharf. He suggested that his Worship might dismiss the case against his clients with an admonition as a warning.

Inspector Spear. Two of the Hok-Lo's are not members of the clan guild.

The Magistrate decided that the Hok-Lo Clan were the aggressors, and bound each of the six defendants over in a personal bond of \$50 each for a period of six months.

## ST. PETER'S CHURCH YOUNG MEN'S CLUB.

**SUMMER BATHING ARRANGEMENTS.**

**MATSHED AT REPULSE BAY.**

The moonlight and Saturday launch bathing picnic of the St. Peter's Church Young Men's Club last year which proved so popular with the members and their friends will be continued this summer.

In addition to arranging the launch picnic, the Club has erected a matshed at Repulse Bay, which will be open to members from May 24th. Lockers will be provided and can be had for a small sum on application before April 30th.

The usual Saturday launch picnics will soon be commenced and when the weather gets warmer, moonlight picnics will also be organized on the same lines as last summer.

## CLUB LUSITANO CONCERT.

**BRILLIANT PIANIST AND SOPRANO.**

There is to be a concert at the Club Lusitano to-morrow night at 9 p.m.

Professor Cattaneo, who arrived here recently on the *Kashgar*, is the son of a former resident of Hong Kong, and has built up a high reputation as a solo pianist. Press reports describe him as a brilliant pianist and a master of technique and those who take the opportunity of hearing him are assured of a musical treat rarely heard here.

Signora Carraro is a soprano with a sweet voice and she has charmed many large audiences in various parts of the world with her delightful singing.



## CHANG TSUNG CHANG PREPARES TO LEAVE SHANTUNG.

COASTAL STEAMERS CHARTERED FOR EVACUATION.

SHANSI ARMY'S SUCCESS AT TSINGSING.

EARLY FALL OF TSINAN EXPECTED.

General Chang Tsung Chang has chartered a large number of coastal steamers, presumably with the intention of joining forces with the Fengtienese if he is finally driven out of Shantung. According to a report in the vernacular papers, Marshal Chang Tso Lin distrusts his action and will order him to be detained for examination. At least it appears certain that northern Shantung will soon be overrun by a disorganised rabble of Shantung soldiery, and plundering and brigandage will be rampant.

All reports seem to show that Tsinan, the capital of Shantung, cannot hold out against the Nationalist attacks for more than a day or two at most. Once the city has fallen it would appear that no other organised resistance will be set up until the Southerners reach the main Fengtienese defence line at Tehchow.

A Reuter message from Peking states that 13,000 survivors of Sun Chuan Fang's army have been attempting to join up with the Manchurian troops at Tehchow. However, following the capture of Taian by the Southerners, they have again been cut off.

Shansi troops, aided by the rapid advance of Marshal Feng Yu Hsiang's forces in Northern Honan, have scored a success against the Fengtienese on the Tsingting-Taiyuen Railway. Taking the enemy by surprise, they crossed the railway, and their vanguard is now occupying Tsingsing. This success will very materially lessen the strain upon the Shansi border.

TSINAN IN EXTREMIS.

SURVIVORS OF SUN'S ARMY.

THE SHANTUNG RETREAT.

[THROUGH REUTER'S AGENCY.]

PEKING, April 24th.

The capture of Tsinan is expected momentarily as the Shantung troops appear incapable of offering any resistance to the victorious advance of Feng Yu Hsiang and Chiang Kai Shek.

15,000 survivors of Sun Chuan Fang's armies are falling back from Ningyang and endeavouring to reach Tehchow, where they are planning to join up with the Kirin forces. It appears, however, that they have been again cut off from the North by the occupation of Taianfu.

Reports from Chinese sources state that General Chang Tsung Chang has chartered a number of vessels at Lungkow, presumably for purposes of evacuation. This lends colour to the belief that north Shantung will shortly be flooded with thousands of deserters, streaming across country to Lungkow, Chefoo and Weihaiwei, with the resultant outbreak of disorder and brigandage.

APPROACHING TSINAN.

[Wah Tsai Yat Pao.]

SHANGHAI, April 24th.

The Southerners, after capturing Taianfu, are drawing near to Tsinan. The city is expected to fall within the next two days.

THE SHANSI FRONT.

[Wah Tsai Yat Pao.]

SHANGHAI, April 24th.

General Yen Shih Shan left Taiyuen for the front on the 21st inst. to direct offensive operations. A later report to hand states that the Third Army Group surprised the Fengtienese near the Tsingting-Taiyuen Railway. Taking this opportunity their vanguards have pushed across the railway and are now occupying Tsingsing.

Marshal Feng's Advance. Reports from the Kuomintang headquarters state that Marshal Feng Yu Hsiang's forces operating in Northern Honan are advancing with considerable rapidity. They are expected to reach Shih-chinchuang in the near future.

NATIONALIST PROGRESS.

Naval Wireless messages state that it is clear that the Southern forces have made a general advance, but the magnitude of their success still remains in doubt.

It appears to be definite that Taian in the east has been captured, but Feng's advance at the western end may have been stopped owing to the doubtful attitude of his ally. Further batches of troops have been sent from Pukow to the front. Generals Pei Tsung Hsi and Chen Chien are both reported to be at Changsha.

## COMMONWEALTH LINE PURCHASED.

LORD KYLSANT'S TENDER ACCEPTED.

FEELING IN MARITIME UNIONS.

[THROUGH REUTER'S AGENCY.]

CANBERRA, April 24th.

The Federal Government has accepted Lord Kysant's tender to purchase the Commonwealth Line for £1,000,000 sterling.

The Australian Commonwealth Line, which Lord Kysant is acquiring from the Government, comprises five "Bay" passenger cargo vessels, each of 14,000 tons gross, and two cargo vessels of 10,000 tons each.

Anticipations in Australia that Lord Kysant would be the successful tenderer have aroused opposition in the maritime workers unions, who believe that conditions of employment will be adversely altered. They have threatened to declare all vessels controlled by Lord Kysant "black."

Other Interests.

Lord Kysant, interviewed by Reuter, said he was gratified to hear that the Commonwealth Government had accepted the tender he had submitted on behalf of the White Star Line. He pointed out that he was already interested in the Australian shipping trade, not only through the White Star, but the century old Aberdeen Line.

He declared that the new service will be conducted under the latter's flag, and will be called the Aberdeen and Commonwealth Line.

## BRITISH ELECTION EXPENSES.

PER CAPITA ALLOWANCE REDUCED.

INCREASE OF ELECTORS.

[BRITISH WIRELESS SERVICE.]

ROOBY, April 23rd.

The House of Commons to-day continued the committee stage of the Bill giving votes to women on equal terms with men.

It accepted the new clause moved by Mr. Arthur Henderson (Labour) reducing the maximum scale of a candidate's election expenses from 7d. as at present allowed for each elector in the counties and from 5d. as allowed at present for each elector in the boroughs to 6d. and 4d. respectively.

Supporters of the clause were anxious that in view of the increase of the electorate by 5,000,000 women, the expenditure allowed to the candidates should not be so increased as to hamper a man of small means.

The Home Secretary, Sir William Joynson Hicks, gave figures for the General Election of 1924, which showed that the successful candidate had spent on an average 4.3 pence per head of the electorate in the London boroughs, 3.41 pence in other English boroughs, and 5.29 pence in the English counties.

The Scottish boroughs expenditure was very much smaller giving 2.4d. in the boroughs and 4.67d. in the counties.

ITALIAN RACER KILLED.

CAR OVERTURNS.

[REUTER'S AMERICAN SERVICE.]

New York, April 23rd.

A message from Bogota, Columbia, states that the famous Italian motor-racing driver, Puccini, who was making a motor trip from Buenos Aires to New York has been killed as the result of his car overturning during a trial spin on the Cali racetrack.

EGYPTIAN COTTON PERIL.

PLANTS ATTACKED BY LOCUSTS.

[REUTER'S AMERICAN SERVICE.]

CAIRO, April 24th.

Swarms of locusts have arrived in upper and lower Egypt and are attacking the cotton plants.

## MORE ATTEMPTS ON SPEED RECORD.

BRITISH DRIVERS' INTENTIONS.

ANOTHER AMERICAN VENTURE.

[THROUGH REUTER'S AGENCY.]

LONDON, April 23rd.

As the result of Mr. Ray Keech's success at Daytona Beach yesterday when his Triplex car averaged 207.55 miles an hour, a world's motor speed contest threatens to develop.

Captain Malcolm Campbell, whose record was beaten, announced his intention of making an early effort to retrieve the record for Britain. It is possible that his attempt will be made on the sands in Denmark, which are reported to him to be suitable.

Major Segrave Again.

Major Segrave, another famous racing-motorist, whose giant machine, accomplished 203 miles an hour, said it is impossible to allow the Americans to hold the record long. He will do his best to get it back as soon as his new machine is ready, which he hopes will be January next.

An American Attempt.

[REUTER'S AMERICAN SERVICE.] New York, April 23rd. Mr. Frank Lockhart, who crashed in a previous attempt, will attack Mr. Ray Keech's record tomorrow, while Mr. Keech says that he will try again if Lockhart succeeds.

It is noteworthy that the machine used by Mr. Ray Keech was the Triplex belonging to Mr. J. M. White which was disqualified when Captain Campbell created the record, because it had no differential, clutch or reverse gear. It is a car weighing over four tons, has three motors and develops 1,500 h.p.

Sprayed With Blazing Petrol.

A message from Daytona Beach to-day states that during the last run yesterday, the car driven by Mr. Ray Keech back-fired and sprayed his body with blazing petrol.

The driver's right arm was badly burned, but fortunately he escaped serious hurt.

## TRAFFIC IN OPIUM.

THE POSITION SUMMARISED.

ONLY FINAL SOLUTION.

[THROUGH REUTER'S AGENCY.]

GENEVA, April 23rd.

A very effective summary of the present position of the drug traffic was given by Sir Malcolm Delevingne, the British delegate to the Opium Committee, at a public sitting to-day.

Sir Malcolm declared that there has been no change in the illicit traffic in raw opium since the last session of the Committee.

Limit Manufacture.

The export from Persia was unabated, the smuggling of opium in China continued, and there was no remedy visible till order was restored in China.

Sir Malcolm agreed with Signor Cavazzoni that the limitation of manufacture was the only final solution of the problem and that had always been the view of the British Government.

He paid a tribute to the action taken by the Netherlands to suppress the traffic, and mentioned that there was still a large traffic to the United States, Canada, the Eastern Mediterranean, and Greece, where the imports were far greater than the legal requirements.

Problem of Far East.

The Far East, however, was by far the worst problem with which the Committee had to deal. He suggested that there should be closer co-operation with South America and prompt communication of seizure to the Governments concerned.

## TEAPOT DOME OIL SCANDAL.

HARRY SINCLAIR'S ACQUITTAL.

STRONG NEWSPAPER COMMENT.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, April 24th.

The press is shocked at the acquittal of Harry Sinclair, and all papers comment strongly on the verdict. The democratic *New York World* says the case can neither vindicate Sinclair morally, nor enhance the prestige of the United States jury system.

Sinclair had not attempted any self-vindication, nor appeared in the witness box, which an innocent man with a straight-forward story would have done.

The republican paper, the *Evening Post*, says he was acquitted on technicalities, and declares that in the moral estimation of the country he stands where he did prior to the verdict; unless he has descended a few steps lower.

## THOUSANDS HOMELESS IN GREECE.

HEAVY DAMAGE AT CORINTH.

NAVY LENDS HELP.

[THROUGH REUTER'S AGENCY.]

ATHENS, April 24th.

Ministers who have returned from Corinth estimate the losses there at \$500,000 sterling, and the total earthquake damage at \$3,500,000. A correspondent states only fifty out of three thousand houses in Corinth are standing, and they are badly damaged. British sailors have rendered splendid service.

Twenty are dead and a hundred injured at Lutraki; the baths are not damaged.

ATHENS, April 23rd.

A score of earthquake shocks occurred in the Peloponnese in the course of 24 hours. The inhabitants of Corinth fled from their homes after the first comparatively weak shock at nine o'clock in the evening, and were outdoors when the most disastrous shock occurred three-quarters of an hour later.

Ten thousand people in Corinth were left homeless, destitute and half-clad, while two thousand at Lutraki and four thousand elsewhere are in similar circumstances.

MAIRA, April 23rd.

The flotilla leader, H.M.S. Stuart, and the supply ship *Perrin* have left for Corinth.

SOFIA, April 23rd.

Two more earthquake shocks occurred at Philippopolis last night.

NEW YORK TO PEKING.

AIR ROUTE VIA NORTH POLE.

[REUTER'S AMERICAN SERVICE.]

New York, April 23rd.

All Arctic explorers, including Commander Byrd and Stefansson, declare that the Wilkins Flight confirms the theory that the best air route from America to the Far East would be across the North Pole.

It would be possible by the trans-Pole route to reduce the present distance from New York to Peking from ten thousand miles to seven thousand miles.

## GENERAL WRANGEL SINKING.

[THROUGH REUTER'S AGENCY.]

BRUSSELS, April 24th.

General Wrangel is very weak. His condition causes much anxiety.

## INSTITUTE OF PACIFIC RELATIONS.

[REUTER'S AMERICAN SERVICE.]

New York, April 24th.

The next meeting of the Institute of Pacific Relations will be held at Kyoto in November, 1929.

## THE BUDGET SPEECH.

CROWDS WAIT FOR SEATS.

ANIMATED SCENE IN COMMONS.

[THROUGH REUTER'S AGENCY.]

LONDON, April 24th.

The House of Commons was crowded this morning, and full of animation in anticipation of Mr. Churchill's Budget speech. Public interest was shown by the long queues at all public entrances to the House some time before the House met.

A number of banking and other financial authorities occupied seats in the Distinguished Strangers' Gallery.

## SANDINO RAIDS GOLD MINE.

BRITISH SUPERINTENDENT CAPTURED.

MARINES IN PURSUIT.

[REUTER'S AMERICAN SERVICE.]

New York, April 23rd.

A daring raid by General Sandino, the Nicaraguan rebel leader, is reported by the proprietors of the American-owned gold mine at Laluz, Nicaragua, a cable from them stating that the insurgents attacked the mine on April 15th, seizing large quantities of gold, merchandise from the shops in the city, and many animals.

General Sandino also kidnapped Mr. Marshall, the assistant Mine Superintendent, and all the employees.

American Marines have been despatched in pursuit of the raiders, but no information regarding the operations is yet available.

The Mine Superintendent is a Britisher named Amplett, but his name is not mentioned in connection with the raiders' escape.

Superintendent A Prisoner.

[REUTER'S AMERICAN SERVICE.]

New York, April 23rd.

The latest news from Nicaragua regarding the sensational attack by General Sandino on the American gold-mine at Laluz, confirms that the rebel leader took the British Mine Superintendent, Mr. Amplett prisoner, in addition to four Americans and about one hundred native mine-workers.

All portable property belonging to the mine, including foodstuffs, and 75 boats used for the transportation of gold ore, was also seized.

Meanwhile the pursuit, the American Marines, are uncertain which direction General Sandino has taken and are pushing into a wild region among dense tropical vegetation where white men have seldom penetrated.

Was Not Sanctioned.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, April 23rd.

The Government's policy in Nicaragua has been brought before the attention of the Senate by Senator Norris, who bitterly attacked the administration, asserting that the United States was at war with countries of Central America without the necessary sanction from Congress.

## INDIAN MILL STRIKE.

POSITION BECOMES MORE SERIOUS.

POLICE FIRE ON CROWD.

[THROUGH REUTER'S AGENCY.]

BOMBAY, April 23rd.

The mill strike is developing seriously, over 85,000 workers have downed tools in the mill area while only five mills are continuing work.

It is reported that the Police were forced to fire on riotous strikers at the Parel mill district. Later, thousands of strikers demonstrated in front of the mills, and started stone-throwing. The police were unable to control the crowd, and the Superintendent fired his revolver at the demonstrators, kill one and wounding one.

BOMBAY, April 24th.

The mill strike has still further extended, and 117,000 operatives are now out. Production has ceased except in a few mills in outlying districts.

## THE AIR SPEED RECORD.

350 M.P.H. EXPECTED.

ATTEMPT IN TWO MONTHS' TIME.

[THROUGH REUTER'S AGENCY.]

LONDON, April 23rd.

Flight-Lieutenant David D'Arcy Greig has been appointed to the command of the Royal Air Force high speed flying section at Felixstowe with a view to an attempt on the world's seaplane record.

BRITISH WIRELESS SERVICE.

RUGBY, April 23rd.

Flight-Lieutenant David D'Arcy Greig has been officially appointed to command the high speed experimental section of the Royal Air Force.

He will go into training at once to fly the Supermarine Napier S5 monoplane in an effort to break the world's speed record of 318 miles per hour.

The attempt will be made at Southampton Water, Calshot, in about two months, and it is hoped to attain a speed of nearly 350 miles per hour.

It may be assumed that Flight-Lieutenant Greig will command the British team which will fly for the Schneider Trophy next year. Till recently it was considered doubtful whether the new British attempt at the air speed record would be made this year but now it has been decided definitely to make the attempt.

## BYE-ELECTION AT HANLEY.

LABOUR HOLD SEAT.

[THROUGH REUTER'S AGENCY.]

LONDON, April 23rd.

The bye-election at Hanley made necessary by the death of the Labour M.P., Mr. S. Clowes, took place to-day, the polling resulting as follows:

Mr. Hollins (Lab.) ..... 15,136

Mr. Denville (Cons.) ..... 8,604

Mr. Meakin (Lib.) ..... 3,320

Labour majority ..... 6,532

## DANISH CONVERSION LOAN.

[THROUGH REUTER'S AGENCY.]

COPENHAGEN, April 23rd.

For the purpose of converting the city's 5 1/2 per cent. Loan of 1919, Copenhagen has contracted a loan of \$12,000,000 with Messrs. Kahn and Loeb and the International Acceptance Bank of New York. It will be a 25-year loan at 5 per cent. interest, at a price of 92 7/8.

## RUHR COAL STRIKE.

[THROUGH REUTER'S AGENCY.]

BERLIN, April 23rd.

The Minister of Labour has declared that the arbitration award in the Ruhr coal-mining dispute is binding on all parties.

## COMMUNISTS WELL PLACED.

FRENCH ELECTION POLLING.

[THROUGH REUTER'S AGENCY.]

PARIS, April 23rd.

Although no Communist was returned as the result of the balloting on Sunday, the Communists polled a greater aggregate of votes than ever before.

Many of their candidates are in a favourable position for the second ballot on Sunday next.

## "BREMEN'S" RESCUERS ARRIVE.

A KINDLY THOUGHT.

[REUTER'S AMERICAN SERVICE.]

New York, April 23rd.

The relief aeroplane conducted by Colonel Fitzmaurice has arrived at Greenly Island with spares for the *Bremen*, also underclothing, German beer, cigars, etc., for the German aviators.



## HONG KONG CHAMBER OF COMMERCE.

(CONTINUED FROM PAGE 4.)

## H.E. THE GOVERNOR ON THE PRINCIPLES OF ECONOMICS.

has had a most dramatic and convincing confirmation. Following the Red devastation there is now in Canton a regime that we hope and believe will carry out a sane, peaceful and progressive policy. (Applause.)

We trust and believe that the present Canton Government will work for the greatest good of the greatest number of the people of the provinces they control and that they will work for peace and security within their borders. In that event industry will reap its own reward and our neighbours will, we trust, soon make good the appalling losses which they have suffered during the last few years. (Hear, hear.)

If the Government of Canton can, as we sincerely hope, ensure peace and security within its own territories, we can confidently look forward to a period of steadily increasing prosperity in the neighbouring provinces and in the Colony of Hong Kong. (Applause.)

## H.E. THE GOVERNOR.

## MASTERLY ANALYSIS OF OUR ECONOMIC SYSTEM.

H.E. the Governor, Sir Cecil Clementi, said:—

Mr. Chairman and Gentlemen.—Your annual meeting this year is held in happier circumstances than last year. The commercial outlook in South China is distinctly better. The artificial atmosphere of enmity between Canton and Hong Kong, which had been created by Bolshevism and Communism, has vanished. Open and cordial friendship has been restored between this Colony and the Ling Kwang provinces. Trade and confidence are reviving and this revival is reflected already in the finances of the Hong Kong Government. (Applause.) We had anticipated a deficit on the financial working of the year 1927 but instead we realized a small surplus and we commenced the year now, current with a balance of \$3,085,701 at credit of the Colony's reserve fund, of which sum approximately \$2,025,000 are liquid. During last year no reimbursement was made to the Colony's revenue from loan account. But a loan of \$3,000,000 was raised and from this loan a sum of \$1,943,631 will shortly be paid over to revenue as reimbursement of expenditure already incurred on the Shing Mun Waterworks Scheme. When this has been done, the Colony's liquid assets (apart from revenue) will amount to \$3,085,021. Moreover, the revenue for the first quarter of this year is well above the estimate. These facts indicate that the storm, which began in 1925, has spent its force, and that better days are in sight.

## Dangers To Guard Against.

Nevertheless there remain obvious dangers against which we must be on our guard. Communism with its denunciation of capitalism and of existing commercial methods, is still a serious menace. It could hardly fail to be so, while its open cult stretches from the shores of the Pacific to the frontiers of Russia in Europe, and while it has numbers of secret votaries in many countries and in every continent.

But in modern civilized life capitalism and commerce are as necessary to human welfare as is labour. Labour or industry is the making of things which men need. Commerce is the distribution of the things which men need to those who need them. Finance or capitalism is the machinery through which commerce works. Now all modern industry aims at increasing the productivity of labour; and the greater the productivity of labour, the cheaper become its products. But mass production inevitably results in a larger output in a given area than can be utilized within that area. Therefore, as productivity increases, the need for wider distribution also increases. In other words, the need for commerce continually grows; and the distribution of the products of one country to a number of other countries makes necessary a continuous adjustment in the value of money-tokens used by various peoples, and so the business of foreign exchange has become a fine art. Also arrangements must be made to tide over the interval between the despatch of goods and the receipt of payment for them; and when a big factory is built, the labour spent on it is not at once productive. So banks are needed to finance commercial enterprise.

## Commerce No Artificial Creation.

But the whole business of finance and commerce is not an artificial creation. It is the natural outcome of the endeavour to increase the supply of goods men need and thereby to raise the standard of human comfort. For, when things cannot be produced quickly and in commercial quantity, they cannot be sold cheaply; and when everything is dear, all classes are comparatively poor. Prosperity is measured by the ratio of wages to the general level of prices; that is to say, even if wages remain constant, a fall in the level of prices means an increase of prosperity. For example, linen was so

dear in the 14th century that none except the clergy and nobility could afford to wear it; and people of all classes were so afraid of wearing out their linen that night-clothes were never worn. But in proportion as by means of labour and time-saving inventions linen was more quickly and cheaply produced, its use became more general. So in the 20th century the poor man is better off in this respect than was the rich man in the 14th century.

Again in the 14th and 15th centuries even the nobility could not afford to use glass in their windows. Indeed, glass was so dear and scarce in those days that in 1507, so the records show, the panes in the windows of Alnwick Castle were carefully taken out and laid up in safety whenever its master was away from home. Or consider the statement of Harrison, the historian, that if a man could purchase a flock bed within seven years after marriage and a sack of chaff to rest his head upon, he thought himself as well lodged as the lord of the town, "who peradventure lay seldom on a bed entirely of feathers." The fact is that if we could go back to the so-called "good old days" of the Middle Ages, we should find the squalor and discomfort of life intolerable.

## The True Basis Of Modern Comfort.

Our modern standards of comfort and the evolution of our present civilization have been mainly the result of labour, commerce and finance working in co-operation; and what we need for the future is an increasingly intelligent and skilful use of the apparatus for social progress which has already been organized all over the world. By this co-operation of labour, commerce and finance, the better these elementary facts are understood, the less will be the menace of communism, which aims at suddenly destroying by "world-revolution" all that has been won for humanity by the slow growth of the existing social order and at the violent substitution of an artificial and arbitrary tyranny of the proletariat, the evil fruits of which mankind has watched with horror in Russia and in some parts of China, almost at our doors, as for example Szechuan.

## High Wages The Counter-To Communism.

Communism, however, makes a strong appeal to the "have-nots" and to the illiterate or semi-educated classes. It is, however, very important that all men of goodwill in all countries should unite to expose its fallacies and above all to show that the existing social system is capable of further orderly development for the benefit of the labourer no less than of the financial magnate. The aim should always be to increase the productivity per capita of the population, for this means a decrease in price levels and therefore a greater purchasing power of wages and consequently a rise in the standard of living of the people. If progress is to be made in civilization, it is necessary for the standard of living in every community to be raised continuously. Accordingly the policy of industrial management should be steadily directed towards an increase in the ratio of wages to the general level of prices. The successful prosecution of such a policy, as exemplified in recent years in the United States of America, affords a complete and practical refutation of Bolshevism and communist propaganda, not by words, but by facts. Therefore, situated as we are in Hong Kong, with the threat of communism very imminent and very real, I earnestly commend this matter to your study.

## Importance Of A Knowledge Of Chinese.

There is another subject of the utmost importance to the future of British trade in China, upon which I touched when I addressed you at your annual meeting on the 25th March, 1928. I now mention it again because very little progress has been made in the interval. It is in my opinion essential that Britons whose lives are likely to be spent in Hong Kong should acquire a competent knowledge of the Chinese language. Now since the 1st January, 1927, has been established in the Hong Kong University a School of Chinese. It is attended by the cadet officers of the Hong Kong Government and several missionaries have studied there. But I regret to say that the School has received no support from the British mercantile community here resident. I again urge with all the strength I can that, unless an Englishman can speak Chinese, he is not likely to gain a real insight into Chinese manners and customs, and that in his own interest the British merchant who trades with the Chinese ought to learn the Chinese language.

I note what you have said, Mr. Chairman, about the Chamber's Language School and especially your statement that it was found impossible for the average business man to attend classes at the University during forenoon office hours. But I would observe that, so far as the

## HOCKEY.

## PUNJABIS DEFEAT THE CLUB.

At King's Park yesterday evening the hockey team of the 15th Punjabis defeated the Hockey Club by 3 goals to nil.

The match was keenly contested and the losers played a sterling game. It was indeed hard luck that they were prevented from scoring. The Punjabis' forwards were most aggressive and their defence was excellent.

In the first half the victors scored two goals. The Club did their best to equalise, but their attack lacked combination. The Punjabis added another goal shortly before the whistle went.

## LOCAL FOOTBALL.

## Hong Kong League.

## Division I.

To-day, at 5 p.m.

China Athletic v. Kowloon F.C., H.K.F.C. ground. Referee: Mr. Barber.

University is concerned, classes in the afternoon could easily be arranged. The forenoon was proposed chiefly because, if a man is to do himself justice in the admittedly difficult task of learning Chinese, he ought to receive tuition at an hour when his faculties are freshest and keenest, that is to say in the morning before the day's work and the day's heat have tired him. Surely in this matter, as in so many others, where there is a will there is a way; and the advantages to be gained are so obvious, and the risks to be avoided so great, that I have no hesitation in pressing the Chamber to reconsider carefully this more important subject.

## Necessary To Break Down Social Barriers.

Furthermore, it is in my opinion absolutely necessary that a real attempt should be made to break down the social barriers which now exist between the European and Chinese communities here resident and that the leaders of both communities should unite to found both in Hong Kong and in Kowloon social and sports clubs which will be meeting places for the young men and the leaders of all elements in the population of this Colony. (Applause.) So long as the Chinese and Europeans here resident, although in daily contact with each other, continue to move in different worlds, neither having any real comprehension of the mode of life or ways of thought of the other, so long will commercial, social and political conditions in this Colony continue to be unstable and unsafe. This again is a matter in which all men of goodwill of every race should combine to work out a satisfactory solution, and I hope that the members of the Hong Kong General Chamber of Commerce will show the way. (Applause.)

## OTHER BUSINESS.

## COMMITTEE MEMBERS.

On the proposition of Mr. A. L. Shields, seconded by Mr. W. A. Hannibal, the following were elected to serve on the Committee:—The Hon. Mr. A. C. Hynes, the Hon. Mr. J. Owen Hughes, Messrs. B. D. F. Beith, N. S. Brown, Paul Lauder, C. Gordon Mackie, T. E. Pearce, F. A. Percy, T. G. Weall.

## New Members.

On the motion of Mr. T. G. Weall, seconded by Mr. J. M. de Rocha, the election of the following members elected during 1927 was confirmed:—The Hon. Dr. R. H. Kotewall, C.M.G., Messrs. Bitzer & Co., The China Underwriters' Ltd., Messrs. A. Goeke & Co., Messrs. Ross Bros., Messrs. Steger & Co., Messrs. Sun Hoong Yuen, Messrs. Wai On Tsung, Ltd., Messrs. Xavier Bros., Ltd.

## Post Office Hours.

On the Chairman asking if any member had any matter which he wished to bring forward Mr. P. W. Massey said that the closing of the mails at the Post Office at 5 p.m. often caused some hardship when the mail steamer was leaving early the following morning. He asked whether mails could be taken up to a later hour.

The Chairman replied that the Secretary had interviewed the Postmaster-General and in the circumstances mentioned the mails could remain open till 6 p.m. or 7 p.m. without much difficulty.

## Thanks To The Committee.

Sir Henry Pollock: I should like to thank the members of the Committee for the excellent work which they have done during the past year.

The Chairman, on behalf of the Committee, acknowledged Sir Henry's thanks.

The Chairman and Vice-Chairman For The Year.

At a meeting of the General Committee held subsequently, Mr. T. G. Weall was elected Chairman for the ensuing year; and Mr. C. Gordon Mackie Vice-Chairman.

## LAWN TENNIS.

## HONDA ENTERS FINAL.

## STIFF STRUGGLE WITH E. C. FINCHER.

## MILITARY PAIR IN SEMI-FINAL.

The first of the two Semi-finals in the Open Singles Championship of the Colony was decided yesterday on the Stand Court of the Hong Kong Cricket Club and resulted in a win for T. Honda over E. C. Fincher by the odd set in five after a stiff and exciting struggle, the scores being 6-2, 4-6, 4-6, 6-4, 6-4.

Ground conditions were not conducive to good tennis, the heavy rain having made the court soft. The balls became sticky and this tended to make the game slow. Nevertheless keen competition prevailed throughout the match and play became exciting. A good crowd witnessed the struggle which lasted for two hours.

On the run of play, Fincher realised expectations and gave Honda a much better game than three years ago. Opening shakily, he did not show promise of good form, but later he began to worry his opponent. Ground conditions suited him and his chops, which kept low, made Honda obviously uncomfortable forcing him to play on the defensive most of the time. Of the two Fincher showed the greater enterprise and did more of the attacking. In the fourth set, when he led by 2 sets to 1 and 3 games to 1, it seemed that he would win the match, but a slacking off in his attack once gave Honda the chance to recover. But Fincher's chief weak point lay in absence of *finesse*. Time and again he had Honda at his mercy and it only needed a "punch" to win the point. Fincher is, however, working his way up slowly in the game and is expected to do even better in future.

To Honda's credit, he won an uphill fight. Cool throughout he drew upon his reserves at the most critical stage of the game and pulled through with perseverance. Fincher's low shots kept him on the defensive throughout and were not at all to his liking, but he returned them with remarkable regularity. He never seemed to exert himself and did not endeavour to force the pace, preferring to outpace his opponent and rely on clever tactics to win. He reached the final for the fourth time and it will be interesting to see how he will show up against either S. A. Rumjahn or Ng Sze Kwong both of whom he has beaten before.

## The Play.

Honda was the first to draw blood and although Fincher won the opening game on his own service after many deuces had been called, the Japanese forged ahead and took the first set at 6-2. Honda played accurately and seldom seemed to be troubled, while it was evident that Fincher had not struck form finding the ball keeping too low to suit his chopping. The struggle, however, started from the second set. Fincher secured the first game on his own service, but failed in the second which went to Honda. Fincher led again at 3-1. Honda forced the pace in the fourth game and evened the scores by tricky play. Short but sharp rallies followed in which Fincher showed considerable enterprise, changing his method of play entirely. He suddenly engaged Honda at base line and from which he would suddenly drop a short ball just over the net or work his way to the net. He met with success with both plans and soon began to worry his opponent. Honda, however, did not allow Fincher much margin and although on the defensive, he kept close to his opponent. In the fifth game Honda made the score deuce after being 4-0 down, but Fincher won and led at 3-2. The latter then failed in chopping and lost several valuable points in the next game which went to Honda. Taking the initiative, he forged ahead again, but could not hold his lead. At 4-1 he played with determination and repeatedly gained the net where he beat Honda by careful volleying in the next two games which he claimed to make the score one set all.

## Fincher Improves.

A ding-dong struggle took place in the third set. Both players realising its importance, Honda secured the lead at 2 love and later increased his advantage to 3-1. Fincher effected another change in his game at this stage and striking form in chopping he set out to put Honda off his game by cross court shots. Both players did a considerable amount of running and rallied keenly for each point. Fincher's enterprising game stood him in good stead and from 3-1 down he took the score to 4-3 in his favour, but finally played his part immediately afterwards gave the next game to Honda. At 4-4 Fincher again asserted himself and was deservedly applauded for taking the third set at 6-4, winning the last two games by pressing his advantage at the net.

## Honda Pulls Up.

Keen play followed and Honda snatched Fincher's service game.

Fincher then played cleverly and brought the score to 3-1 in his favour. The pace began to tell on the players and Honda appeared to be weakening. A hard fight was seen in the fourth game in which the advantage went alternately, but after a long struggle Fincher emerged victorious. It appeared from the run of play that Fincher had the match in hand, but Honda made a great uphill fight bringing the score to 3 all. Fincher pressed again and led 4-3. Honda, however, pulled the match out of the fire at this stage and by some brainy play secured the next three games to make the score two sets all.

Honda's experience began to tell in the final set and although Fincher, who served first, opened strongly and took the game, the Japanese forged ahead and led at 3-1. He never lost the lead after that and had Fincher's measure. The latter played steadily, keeping close to Honda at 2-3, 2-4, 3-4, 3-5. He won one more game after that but Honda finished the match by taking the last set at 6-4.

## Other Matches.

Major Lucas and Major Stevenson had a close shave with Saji and Isomura in the third round of the Open Doubles, eventually winning by the odd set in five. At one stage they were 2 sets to 1 down and 4 games to 5 down, while in the final set they won at 8-6. Ng Sze Kwong and Ng Sze Cheung had matters much their own way against E. de Sousa and A. V. Remedios, losing only six games in the three sets. The military pair now meets the Rumjahn in the Semi-final and the Chinese pair meets E. Hancock and Dr. Tottenham in the other semi-final.

Yesterday's matches resulted as follows:—

## Open Singles.

Semi-final:—T. Honda beat E. C. Fincher 6-2, 4-6, 4-6, 6-4.

## Open Doubles.

3rd Round:—Major R. H. Lucas and Major W. B. Stevenson beat Y. Saji and T. Isomura 7-5, 3-6, 4-6, 7-5, 6-6; Ng Sze Kwong and Ng Sze Cheung beat E. de Sousa and A. V. Remedios 6-0, 6-3, 6-3.

## Handicap Singles "B."

Semi-final:—H. V. Parker (rec. 15) beat T. Barrow (owe 15) 6-3, 6-4.

## Handicap Doubles.

Semi-final:—W. B. Cornaby and A. Percy (rec. 2/8) beat H. L. Phelps and C. C. Stark (rec. 1/8) 6-2, 3-6, 6-1.

## Mixed Doubles.

Semi-final:—Mrs. Remington and H. Owen Hughes (owe 3/6) beat Mr. and Mrs. G. R. Sayer (rec. 3/8) 6-1, 6-4.

## TO-DAY'S MATCHES.

## Open Singles.

Semi-final:—Ng Sze Kwong v. S. A. Rumjahn.

## Club Singles.

Semi-final:—Major W. B. Stevenson v. G. C. Grove.

## Handicap Singles "A."

Semi-final:—W. B. Cornaby (rec. 2/8) v. Lt.-Col. F. J. Wyatt (rec. 15).

## Handicap Doubles.

Semi-final:—Dr. G. E. Aubrey and G. W. Sewell (owe 3/8) v. A. D. Humphreys and G. R. Sayer (owe 15/1).

## S. A. RUMJAHN AND NG SZE KWONG TO-DAY.

The meeting of Ng Sze Kwong and S. A. Rumjahn to-day in the second semi-final of the Open Singles Championship of the Colony should provide tennis fans with a first class match. Last year they had to play twice in the final before a decision could be reached. Then their matches were acknowledged to be the outstanding performances of the tournament and to-day it is confidently expected to be so again. S. A. Rumjahn, who won last year, has not produced the same form, while Ng Sze Kwong seems to have staged a remarkable comeback, so that the result of their match to-day is a matter for speculation. In any case, some fine play should be seen.

In reaching the semi-final Ng Sze Kwong met and defeated the following:—

Cheng Chi Wing 7-5, 4-6, 4-6, 7-5, 6-3.  
T. Akiyama 6-2, 6-0, 6-0.  
J. M. de Silva 6-3, 6-1, 2-6, 7-5.  
Ho Ka Lau 7-5, 6-3, 6-4.  
S. A. Rumjahn who drew a bye in the first round, met and defeated the following:—  
S. A. Hussain 6-2, 8-0, 6-0.  
Yew Man Kit (walk-over).  
Major W. B. Stevenson 6-3, 6-4, 0-6, 6-4.

## LADIES' RECREATION CLUB.

## CHAMPIONSHIP SINGLES.

(HARD COURT).

The following is the result of the 1st Round:—

Mrs. Womack beat Mrs. Phister 6-1, 6-3.  
Mrs. Grove bye.

Mrs. James beat Mrs. D. Browne 6-1, 7-5.

The results of the 2nd Round are as follows:—

Mrs. Womack beat Mrs. Grove 6-4, 6-7, 6-4.

Mrs. Tottenham beat Mrs. James 6-0, 6-0.

The Finals will be played on April 27th:—

Mrs. Womack v. Mrs. Tottenham.

## MACAO RACES.

## PROGRAMME FOR MAY 13TH.

The following is the programme for the next meeting of the Macao Race Club which takes place on Sunday, May 13th. Entries for all events must reach the Secretary not later than 2.30 p.m. on Thursday, May 3rd, at the Club's Office, 18, Avenida Almeida Ribeiro, Macao.

THE MAY NOVICES RACE: SIX FURLONGS.—Winner \$300; 2nd \$100; 3rd \$50. For all China ponies. Weight for inches as per scale. To be ridden by jockeys who have not won more than five races. Jockeys allowed 10 lbs. but to carry 2 lbs. extra for every winning mount.

THE PRIMA GRANDE HANDICAP: "A" CLASS: SIX FURLONGS.—Winner \$300; 2nd \$150; 3rd \$100. For all China ponies.

THE MID-SUMMER PLATE: ONE ROUND.—Winner \$200; 2nd \$100; 3rd \$50. For nine-winning China ponies of this year, whether started or not. Weight for inches as per scale. Unplaced starters of this year, allowed 5 lbs. (Jockey allowance).

THE PRIMA GRANDE HANDICAP: "B" CLASS: SIX FURLONGS.—Winner \$300; 2nd \$150; 3rd \$100. For all China ponies.

THE MACAO SECOND AGGREGATE STAKES: ONE MILE.—Winner \$350; 2nd \$150; 3rd \$100. For all China ponies. Catch weights 148 lbs. Winners since 1st January, 1928, 5 lbs. extra for each win at time of entry. Maximum penalties 30 lbs. Sub-griffins of any season of any Race Club allowed 5 lbs. (Jockey allowance).

THE PRIMA GRANDE HANDICAP: "C" CLASS: SIX FURLONGS.—Winner \$300; 2nd \$150; 3rd \$100. For all China ponies.

THE ARZIA PRIMA HANDICAP: 11 MILES.—Winner \$300; 2nd \$150; 3rd \$100. A handicap of all China ponies that have won and been placed this year.

THE MAY CONSOLATION PLATE: HALF A MILE.—Winner \$200; 2nd \$100; 3rd \$50. For all China ponies that have started at this meeting and not been placed. Weight for inches as per scale.

## BASEBALL.

## JAPANESE VISITORS AND LOCAL PLAYERS.

## HONG KONG BEATEN.

The baseball match played against the visiting Japanese team at Carline Hill yesterday afternoon was rather disappointing as several players selected to play for "All Hong Kong" were absent and their places had to be filled with substitutes. Moreover, the match having been hurriedly fixed up, the usual crowd was absent. The visitors won by 10 runs to 2.

Hong Kong failed to accomplish anything with the bat in the first five innings, while the visitors compiled two quartettes and singles during this time, giving some samples of very hard hitting and perfect placing between the field.

A walk on full bases gave the locals their first run through Y. Hachiuma in their sixth effort, Zafrá adding the other shortly after.

Towards the end, Usumi registered the only home run of the match with a good hit along the right base which also assisted two men home.

The Japanese visitors, who go under the name of Daiichi, are a team drawn from the *Ozaka Mainichi* daily newspaper. They created a favourable impression and will leave for Manila to-day with best wishes from the local fans for a successful tour. Their programme includes nine games in Manila.

Those taking part in yesterday's game were:—

Hong Kong.	Daiichi.
Kusano	c.f. Sugai.
Y. Hachiuma	c. Amachi.
Zafrá	a.s. Tanizawa.
S. Hachiuma	p. Tanizawa.
Murata	1b. Watanabe.
Leonard	2b. Yokozawa.
Chin	1f. Daimon.
Curtem	r.f. Nakagawa.
Koga	3b. Usumi.

The score by innings was as follows:—  
Hong Kong... 0 0 0 0 2 0 0 0 2  
Daiichi... 4 4 1 0 1 0 3 0 13

## SOUTH CHINA COMMAND SPORTS.

## TO-DAY'S MEETING AT SOOKUNPOO.

## PRELIMINARIES DECIDED.

Preliminaries in several events of the South China Command Athletic meeting were decided yesterday. The Sports proper will commence this afternoon on the Garrison ground at Sookunpo, a long and attractive programme being arranged.

Private Tiernan, R.A.M.O., the successful marathon runner, is competing in the 880 yards race, and came in first yesterday in one of the heats. A strong challenge is likely to ensue in the final of this event from Gdm. Elliott who won another heat in very close time, and from Pte. King of the R.O.S.B.

In the tug-of-war event, the King's Own Scottish Borders and the Queen's Royal Regiment were eliminated. The competition now rests between the Scots Guards and the Royal Artillery.

The results of heats in yesterday's flat races were as under:—

## 100 Yards.

1st Heat:—L/Cpl. Mower (Scots Guards), 10 2/5 seconds; 2, Cpl. McGill (K.O.S.B.).

2nd Heat:—1, Pte. Campbell (K.O.S.B.), 11 seconds; 2, Gdm. Thompson (Scots Guards).

3rd Heat:—1, Pte. King (K.O.S.B.), 10 3/5 seconds; 2, Gdm. Couttie (Scots Guards).

220 Yards.

1st Heat:—1, Cpl. McGill (K.O.S.B.), 23 4/5 seconds; 2, Gdm. Couttie (Scots Guards).

2nd Heat:—1, Pte. Campbell (K.O.S.B.), 23 2/5 seconds; 2, Gdm. Thompson (Scots Guards).

3rd Heat:—1, Pte. King (K.O.S.B.), 23 3/5 seconds; 2, L/Cpl. Mower (Scots Guards).

440 Yards.

1st Heat:—1, Pte. McGill (K.O.S.B.), 58 1/5 seconds; 2, Gdm. Geary (Scots Guards).

2nd Heat:—1, Gdm. Campbell (Scots Guards), 57 2/5 seconds; 2, Cpl. Fenner (K.O.S.B.).

3rd Heat:—1, Pte. King (K.O.S.B.), 57 1/5 seconds; 2, L/Cpl. Lawson (Scots Guards).

880 Yards.

1st Heat:—1, Pte. King (K.O.S.B.), 2 min. 12 seconds; 2, Gdm. Chapman (Scots Guards).

2nd Heat:—1, Pte. Tiernan (R.A.M.C.), 2 min. 11 seconds; 2, Pte. McCabe (K.O.S.B.).

3rd Heat:—1, Gdm. Elliott (Scots Guards), 2 min. 10 1/5 seconds; 2, Lieut. Kelly (K.O.S.B.).

1100 Yards.</



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THE HONG KONG DAILY PRESS, WEDNESDAY, APRIL 25th, 1928.

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## MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.  
Motor Notes—Ethyl Test on Motor-cycle—Thrills of Record Speeding—Ford's Rubber Concession—Huge Garage for Theatre-goers—The Poor Man's Car in 1928—Noisy Motor-cyclists in the Colony.

### MOTOR NOTES.

#### THE NEED FOR SHOCK ABSORBERS.

It is an acknowledged fact that the smaller the car the greater becomes the difficulty of designing a satisfactory suspension system. This is because the load factor varies a great deal more in the case of a small car than in that of a large one. Imagine, for instance, a 10 h.p. four-seater, the weight of which is unloaded may be 10 cwt. It may be called upon to carry one, two, three or four people, and their weights represent a considerable addition to or reduction of the total load carried by the road springs.

Now let us go to the opposite extreme and assume that we have one of those very large and powerful sports models weighing perhaps 25 cwt., with accommodation for only two people.

The variation in the load factor in this case will be comparatively speaking, so small that the suspension system can be designed for an almost constant load. The conclusion to be drawn, says *The Light Car and Cyclist*, is that small cars call for a helping hand with regard to suspension much more than large ones, and nowadays owners have rather come to regard shock absorbers as the best media.

#### THE ELUSIVE TRAIL.

A curious set of circumstances conspired to give me an unpleasant shock while enjoying a run last week-end, says a writer in *The Light Car and Cyclist*. I was speeding along when my passenger, looking back, suddenly ejaculated, "I say, old man, there are bucket-fuls of oil or water coming out from somewhere. Look at that stream in the road!" I pulled up, and there in our wake was a broad track of liquid extending as far as the eye could see. Needless to say, I got out to investigate and, peering under the car from the back, discovered that the trail was apparently coming from the engine. Just then my friend, who also had got out, pointed up the road. Imagine my joy when I found that the stream went on ahead of the car, being, in fact, a trail left by some other vehicle, probably a steam lorry.

The sun striking the polished road had made the mark absolutely invisible from the front seats of the car, yet, looking backwards, it was plainly visible. We went on vastly relieved.

#### CHANGE FOR A POUND.

Dear Old Lady (tendering note to owner-conductor): "I'm sorry I haven't a penny. Have you change for a pound note?" Owner Conductor: "No, mum; I'm afraid I haven't. Will you take a share in the company instead?"—*The Commercial Motor*.

#### LOOK AHEAD WHEN DRIVING.

"Look well ahead when driving" is an axiom which every motorcyclist should adopt, both in its literal and metaphorical senses, urges a writer in *Motor Cycling*. It is obviously necessary to keep an unrelaxed lookout on the road in front, but this in itself is not sufficient; it is also vitally important to "think ahead" and to foresee dangerous possibilities before they actually occur.

The ability of "seeing red" in good time is a powerful factor in reducing traffic risks and, by continual practice, this useful accomplishment may be developed until it becomes an automatic instinct which, although not infallible in every possible emergency, is, nevertheless, a redoubtable safeguard.

#### NEW YORK'S CARS AND OTHER FIGURES.

More privately-owned cars are registered in New York state than in Britain, France and Germany combined. Those for Britain, total 679,000; for France, 535,000, and Germany, 218,000—a sum total of 1,479,000, as against registrations in New York state alone of 1,503,749. Taxes on private cars are highest in Germany, and the highest on trucks and buses in Britain. Belgium, with a total motor registration of 53,116 cars, has the lowest taxation schedule of any European country. All, however, are higher than motor levies in most of the United States. (Continued at foot of next column.)

### ETHYL TEST ON MOTOR-CYCLE.

3,000-MILES RUN.

#### DRIVER'S REPORT.

The *Daily Mail* tests of ethyl petrol are nearing completion, says a copy to hand of that paper and the report by the rider of the motor-cycle which has completed the 3,000-miles trial is given below.

#### MORE HILL-POWER.

The motor-cycle which I used in this test was one of 500 c.c. (5-h.p. A.C.U. rating) and fitted with overhead valves.

It was air-cooled, and its compression ratio was 8 to 1.

The trial was carried out under normal running conditions at varying speeds, and one brand of oil was used throughout. On the whole, the weather conditions were bad.

This report relates only to the behaviour on the road of the motor-cycle. As soon as the 3,000 miles were completed it was handed over to the Research Station of the Association of Motor and Allied Manufacturers, where its engine will be dismantled and thoroughly examined.

Before giving the actual details of the running I append the log: Distance covered ..... 3,000.7 miles. Time taken ..... 54 days. Amount of Ethyl used ..... 46½ gallons. Petrol consumption ..... 64.5 m.p.g. In connection with the last item I may say that it is the same as was obtained when running on an ordinary brand of petrol.

#### Better Acceleration.

First as to the most important claim made for Ethyl petrol, that of the reduction of "pinking." Unlike the running of the medium-powered car, "pinking" was not reduced to any noticeable extent.

For slow running on top gear it was necessary to retard the spark fully, but once retarded there was additional power in the engine for acceleration. The spark was adjusted to a wide range, and with the throttle fixed on a level road it was possible to vary the speed from 20 m.p.h. to 37 m.p.h. on top gear by altering the ignition.

The high-speed tests were satisfactory, and on hills especially there was a marked improvement. To give one example, on a test carried out on the hill leading out of Rickmansworth to Northwood, with the ignition in the same position and with similar weather conditions, there was an improvement of 1 m.p.h. on a top-gear climb using Ethyl petrol. On long hills on which the engine speed could be maintained this petrol showed to advantage also.

#### Missing.

A new sparking plug was fitted after 1,000 miles, owing to continuous misfiring, and later on three occasions I found it necessary to clean the points of the plug. After 2,800 miles I fitted a new plug owing to further misfiring. The old plug has been handed to the Research Association for examination.

The only other trouble was with the exhaust valve, which four times needed adjustment.

Starting was on the whole good. During the last 500 miles, however, this efficiency was not maintained and trouble was experienced in starting on several occasions.

In the later stages also the running speed was slower by at least 3 m.p.h. and the engine seemed to have less life.

#### Feeling Of Sickness.

The only occasions on which I noticed any illness from the exhaust were in traffic. Twice I had a definite feeling of sickness, once after three-quarters of a mile of slow running in traffic through Maidenhead and once when running through Oxford. On both occasions I had to dismount. This may not have been due to Ethyl, but in several years of motor-cycling I have never felt the same before.

#### TWO-STROKES FOR LIGHT CARS.

The possibilities of four-cylinder two-strokes are receiving more and more attention, says *The Light Car and Cyclist*, and it is not at all unlikely that a new two-seater having an engine of this type will make its appearance this year. The prejudice against two-strokes is dying a natural death, and as the principle solves many problems which arise when the construction of a really simple type of machine is contemplated, there seems every reason to suppose that this little vehicle will be a success.

### NOISY MOTOR-CYCLISTS IN THE COLONY.

#### A WARNING.

[BY LONGSTROKE.]

It will be noticed that I refer, in the above heading, to motor-cyclists, and not their machines. I feel justified in doing so, as it is really the rider and not the motor-cycle that causes all the disturbance.

Some time ago a reference to noisy cycles was made in these columns and the riders kept quiet for a time, but now they are becoming a real annoyance once more and if not stopped a crop of complaints against motor-cyclists will be made.

#### A Little Consideration.

In this respect there should be a little consideration for other riders. It is a grand and glorious feeling to be able to roar along the roads, out in the New Territories, like a regular T.T. rider, but this privilege will be cancelled if some young fellows are going to keep up their speed within the City area. It is unnecessary and should not be done. If a law is passed it will not be half done, and motor-cyclists will only have themselves to blame.

The machine can always be kept quiet. Of course one must allow for the revving up for gear changing, but after that there is no necessity. The other day a Norton rider was coming along at about 20 miles per hour, and to my surprise he had the silencer off, and it made no difference whatever. There are one or two offenders in Kowloon, who have no regard for others whatsoever.

#### In Defence.

The unpopularity of motor-cycles in certain circles is largely attributable to an illusion. The modern (Continued on next Column.)

### 161,920 MOTOR-CARS IN A YEAR.

#### HOW BRITISH OUTPUT HAS INCREASED.

Remarkable figures showing how British motor-car production has increased in the past six years are given in the *Motor Trader*. Here are the actual figures:—

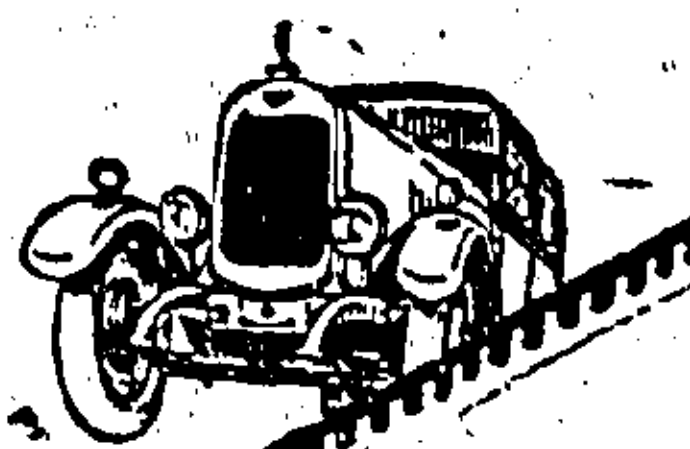
Year.	No. of cars produced.	Value.
1922	38,000	£20,500,000
1923	67,000	24,000,000
1924	107,000	36,500,000
1925	133,500	41,500,000
1926	158,699	43,161,945
1927	181,920	45,550,561

The average price of a ten horsepower motor-car has decreased since 1924 from £210 to £185. "The home market," it is stated, "is a long way off 'saturation' point."

"Rate of absorption shows an increase of 102,000 vehicles over the figures for 1926."

"Attention must be directed to the fact that the value of foreign imports rose from £2,695,000 in 1926 to £4,333,400 in 1927."

motor-cycle is very much better silenced than were its prototypes of a few years ago, but the distinct beat of a single-cylinder engine smites the ear much less pleasantly than the smooth, regular hum of a multi-cylinder car engine. In addition, the narrow overall dimensions of the motor-cycle enable it to be driven safely through gaps in the traffic where a car could not attempt to pass. The combination of the different kinds of noise and the obvious acceleration of the light two-wheeler gives to the layman the impression that motor-cycles are always driven at great speed.



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### HUGE GARAGE FOR THEATRE-GOERS.

BUILDING TO HOUSE 1,000 CARS.

SITE NEAR PICCADILLY CIRCUS.

BATHS, DRESSING ROOMS AND CANTEN.

London is to have a palatial garage which will accommodate 1,000 cars. It is to be constructed within a few minutes' walk of Piccadilly Circus—at the corner of Lexington-street and Little Pulteney-street—and the cost will be in the neighbourhood of £130,000. This and other garages to be provided will go a long way to settle the ever-growing problem of car-parking in London.

Mr. Cecil A. Levy, a partner of the firm of Yates and Yates, Hanover-square, told a Home news paper representative that the garage near Piccadilly-circus would be the largest and most luxurious of four garages which have been built or are in the course of construction in London. It will be in the heart of Westminster, where the demand for accommodation is the greatest, since there are so many theatres and other places of entertainment in the neighbourhood of the Circus.

Bath And Dressing Rooms.

The clearance of the site will be proceeded with forthwith, and will involve a number of old buildings which cover approximately 25,000 square feet. It is hoped to have a portion of the garage ready for the reception of cars in September, and to complete the building early in the New Year.

The building will be fitted with bath-rooms, dressing-rooms, a canteen for chauffeurs, repair shop, and a petrol station. It is claimed that it will be so constructed as to allow the removal in an emergency of the full complement of 1,000 cars in 30 minutes. The garage will have exists to four streets. Under normal conditions a car should be able to get clear within a few seconds. There will be no lifts—ramps, a gradual slope or inclined plane, will be used to move cars from floor to floor. A flat roof will provide further accommodation.

When complete, this garage will be the most up-to-date in Europe. Other garages are to be provided in Finchley-road, Kensington-place, St. John's Wood-road, and Davies-street, Berkeley-square. The acquisition of all the properties will involve £150,000. The scheme is financed by a North-country syndicate.

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China Motor Bus Co.	2-16 passenger Buses.
Kowloon Motor Bus Co.	2-16 passenger Buses.
New Territories Bus Co.	1-12 passenger Bus.
H. Ruttonjee & Son	1-30 cwt. Lorry.
Asiatic Petroleum Co.	1-30 cwt. Lorry.
Dodwell & Co., Ltd.	1-Ton Lorry.
"Nestle Chocolate"	1-Ton Delivery Van.

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Chassis Z. 6 complete with 32" x 6" tyres & F.W.B.	355
Type Z. 5 Standard Lorry complete with Cab...	390
Type Z. 6 Standard Lorry complete with Cab...	420
Type Z. 5 Char-a-banc for 18 passengers	620
Type Z. 6 Char-a-banc for 18 passengers	650
Type Z. 5 Special Saloon Bus	670
Type Z. 6 Special Saloon Bus	700

#### 30 C.W.T. 6-WHEELER 15.9 H.P. 11' 8" W.B.

Chassis only equipped with 32" x 44" tyres	£538
Chassis with War Dept. type Body	628

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# MOToring NOTES (CONTD.)

## THE POOR MAN'S CAR IN 1928.

[By JOHN PRIOLEAU.]

Within the past few weeks I have had rather more opportunities of trying new models of cars than generally falls to my lot at this time of year. They have been of all sorts and sizes and of pretty nearly all prices. They have been English, French, Italian and American, and they have been, I suppose, in their several ways, designed for practically every known class of car buyer.

These experiences of mine have been unusually interesting, because they have enabled me to make a pretty fair forecast of what sort of cars are available for various depths of purses. I think we are all going to come off pretty well in comparison with former years—although, of course, here and there are the usual examples of stagnation or even retrogression—but those of us who are going to do particularly well, I think, are the poor. The poor man's car in 1928 seems to me to be likely to be quite a desirable acquisition.

### A \$250 Maximum.

By the poor man's car I do not necessarily mean, with one or two exceptions, the cheapest. Some cars which are produced in huge quantities at very low prices may call themselves poor men's cars with justification, but the kind of poor man I am thinking of is he who can afford to pay just that little bit more for his car which makes so much difference to the pleasures of ownership, and for the purposes of analysis and comparison I take the maximum price to be \$250. For this the poor man can buy not only a car of which he feels distinctly proud, but one which three years ago we should have thought it impossible for him to have bought under \$350.

For between \$200 and \$250 you can buy a really very nice little motorcar today, with equipment, qualities and performance which have frankly surprised me during my runs on the latest examples of them. Most of the drawbacks of the low-priced small car are rapidly disappearing. In the first place the car itself either in accommodation or in power no longer truly deserves the description small. These 9, 10 and 11 h.p. engines of to-day really put up a praiseworthy performance. They are not only capable of sustaining high speeds for a long time without fatigue, but there is a pleasant measure of "hanging on" in most of them which connotes decent acceleration and absence of that quick falling off in power against the collar we dread so much.

### Small Saloons.

I have been particularly impressed with one aspect of these poor men's cars, and that is that they, or at any rate the best of them, seem to be built with more care than formerly. With scarcely an exception the examples I have tried have done considerably less than the usual stipulated 500 miles under which the hated 20 miles an hour may not be exceeded, and I have always been encouraged to treat the car as if it had 10,000 to its credit.

This is really rather remarkable, as not only does it indicate the maker's confidence in his design and methods of construction, but also in the capabilities of the car when it is at its very worst.

The body work has undergone such a remarkable change for 1928. As I felt sure would be the case, the position of the small saloon is being severely attacked, and many rivals have sprung up in the shape of those forms of coachwork called "sunshine," "sunlight," and so forth—that is to say, saloons which are really all-weather cars with collapsing, folding, or sliding roofs which make them equally suitable for fair and foul weather. Only a couple of years ago body work of this type was to be found on none but expensive chassis of a considerable size. Now you can buy quite practical examples of it for even less than the poor man's \$250.

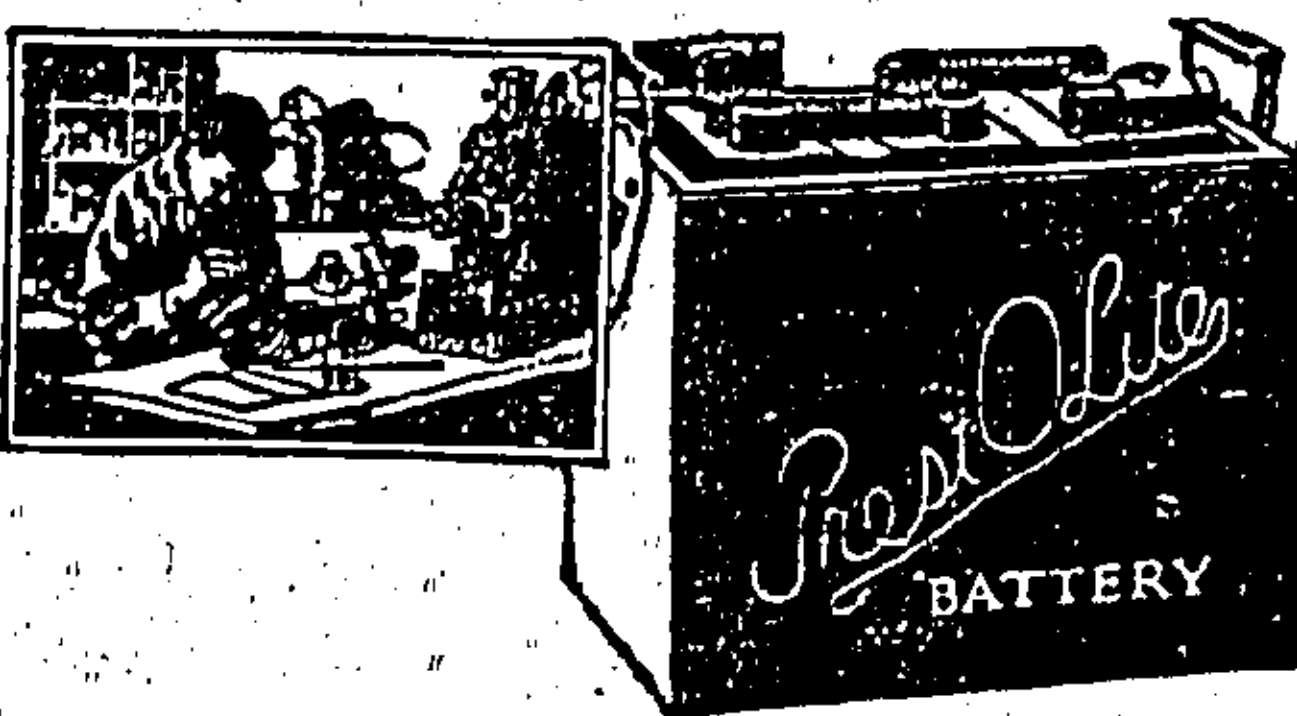
There is more room, too, in all these cars, whether they be of the two-seater, four-seater, coupé, or saloon order, and although there is still unlimited opportunity for improving upholstery, their general distinction strikes me as being distinctly in advance of anything we have had so far. Springing, for example, is better, windows do not rattle so much as they did, and those deadly saloon draughts seem to have been brought more under control.

### Astonishing Variety.

For your \$200, \$210, \$220 and \$230 you can get an astonishing variety. You cannot have everything as yet, but you can make an extremely pleasant choice between coach-work comfort, speed, quietness of engine, quietness of gear box, Continental road-resisting solidity, springing, hill climbing, and, last and greatest, real quality. I have met all these and least important things amongst the new poor man's cars, and although I have not met them all in one car each example has put up a very good average.

I have driven a 9 h.p. car, weighing very little, at 50 miles an hour with no more than a pleasant hum from its excellently balanced engine, and quite literally not a sound from the body-work and chassis. That was quality and that naturally headed the price list at \$250. I have driven 9 h.p. cars with the same speed, not quite so much quality, costing \$200 less. I have driven others with really astonishing body work, excellently sprung, and finished in a way which did not remind me in the least of mass production. And without exception (an entirely new feature for the poor man) the equipment on the dashboards has been surprisingly good—a good deal better than in many cars I can remember costing three times as much three years ago.

Of the wearing qualities of the poor man's car for 1928 we none of us know anything, and one can only guess at how they will be behaving in a year or two, but it is only fair to say that so far as my researches have extended the poor man's chances are distinctly good.



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## FORD'S RUBBER CONCESSION.

NEARLY FOUR MILLION ACRES.

HEALTHY AND ACCESSIBLE PART OF AMAZON VALLEY.

RIO DE JANEIRO, April 24th.

Although much mystery has been attached, and still remains attached, to the details of Henry Ford's rubber concessions in the Amazon Valley, it is now definitely known that the concession comprises 1,500,000 hectares (3,700,000 acres) at a distance of about 150 miles south of the city of Santarem on the Tapajoz river, between Cupary and Tapacura, in the State of Para.

Taking 500 pounds to the acre as an average, experts estimate that if half of the area of the Ford concession is planted, the annual production would be 375,000 tons of rubber, or slightly more than the total amount consumed by the United States during 1927.

Among all of the tributaries of the Amazon, the Tapajoz is by far the most healthful and accessible, being navigable by ocean-going steamers for at least 200 miles from its mouth, or to the farther limit of the Ford estate, as careful soundings have shown. Ford's plantations would thus be connected with Detroit by water direct, considerably simplifying and cheapening transportation.

This Ford enterprise has the great advantage of being able to avoid the mistakes made by others in the rubber field of Brazil. It has been verified that the "Hevea brasiliensis" in its natural habitat, the Amazon high plateau, comes into bearing one or two years earlier than under the best conditions anywhere else in the world, and if scientifically cared for will produce much more latex and so lower the cost of production per acre. A very important factor, also verified, is the natural immunity of the rubber trees in the high lands to all diseases peculiar to the plant. These characteristics are probably the result of natural selection through centuries.

### Preliminary Investigation.

In the 1923 the United States Government sent a special commission of experts and technicians to investigate and report on the possibilities of developing the rubber plantations industry of the Amazon valley. This commission spent nearly a year on the ground studying the soil, climate, population, labour, health, sanitation, transportation, and communication. Its report, published in 1925 stated that there are more than 300,000,000 rubber-bearing trees already growing in the valley. Lack of labour and

capital were the only reasons why the trees were not being exploited. The commission recommended the Lower Amazon Valley, or the State of Para, and especially singled out the region which comprises the rivers Tapajoz, Xingu, and Tocantins. The first of these, the Tapajoz, was most highly recommended because of its accessibility to ocean-going steamers.

Ford's concession is included in this region and he thus knew in a large measure what he was about when he accepted the invitation of Dr. Dionysio Bentes, Governor of the State of Para, and sent a commission which arrived in Para in March, 1926, to study Brazilian conditions in general. The commission spent three months in the country, and the lands on the Tapajoz river drew its especial attention.

### A Second Ford Commission.

Sometime later a second Ford commission arrived, comprising specialists in chemistry, botany, agriculture, and labour organization. The party went into the jungle and thoroughly investigated the land which is situated on the right bank of the Tapajoz river, between the small tributaries of Cupary and Tapacura. Members of the commission travelled on foot for several hundred miles through virgin forest. This region is a high plateau some two or six miles back from the river, with an altitude varying from one hundred to one thousand feet. These tablelands have a mild, semi-tropical climate and being flat are favourable to mechanical cultivation. They contain much valuable timber, besides rubber, balata, gutta percha, cocoa, Brazil nuts, vegetable oils, and a great variety of other products. Rubber trees were tested, the soil examined at various points, and a full report laid before Mr. Ford in Detroit. The commission found that labour is quite plentiful in the State of Para. As a rule, the labourer of the Amazon is of good physique, inured to exposure and under proper incentive capable of long-sustained effort.

It is understood that the Ford Industrial Company of Brazil will begin work at once on the establishment of settlements and also an extensive campaign against any traces of jungle fever. The latter will probably be the first thing on the programme when activities are commenced.—*Manila Times.*

## THRILLS OF RECORD SPEEDING.

"A FASCINATION ABOUT THESE THINGS."

[By MRS. MALCOLM CAMPBELL.]

Giving her impressions as an observer of the record attempts by her husband to beat the land speed record at Daytona Mrs. Malcolm Campbell contributes an interesting article to *The Motor*, from which we quote the following:—

"It was in no sense an attempt on the record, and the course was not even marked. He seemed to be going famously, and had got up to a speed of about 180 miles an hour when the car hit a bump in the sand, leaped two feet into the air and forward for quite thirty feet, landing with a resounding crash.

"I never want to live through another moment like it. I was standing on the dunes watching the progress of the car when I saw a tremendous cloud of sand spring into the air, heard the crash and thought it was the end of all. It was probably the worst moment I have ever experienced in the whole of my life. It looked as though all his hopes, even life itself, had gone in that one terrible instant. Indeed, had that been so, I do not think it could have been worse than was the experience of that poignant instant.

"It was on Sunday that at last the records were achieved. At about two o'clock in the afternoon although conditions were still bad with a 35-mile-an-hour gale blowing, it was decided that it was now or never. The car was brought out and driven down to the start. . . .

"Messages began to come through. 'Campbell is about to start.' 'Campbell has just crossed the first mark.' Then, almost on the instant, 'Campbell has passed the first mile mark.' Then the second, third and finally, 'Campbell has just entered the mile.'

"Right on this we saw the blue streak of the car flash into sight, pass and disappear in the distance, leaving the drone of the exhaust as the only evidence that it had ever been there at all. We knew it was going fast—terrifically fast—and were speculating whether it was fast enough, when, to my horror and that of every spectator, we saw that terrible sand cloud rise again.

"My God! I thought, 'surely this thing cannot happen twice without mishap!' I never thought to see my husband alive again, but once more the fate was kind, and even the car came through without material damage. What had happened was that the car had struck a soft patch of sand, skidded and, of course, thrown up a cloud into the air. How Malcolm got the car out of that acid even he does not know, but he did, and almost as we saw he was safe we were told that he had covered the mile at about 214 miles an hour. If, therefore, he could keep it up on the return trip the records were safe.

"This time, however, the wind was against him, and the effort of controlling the car had been so great that he did not make a sufficiently long take-off run, so his speed was just under 200 miles an hour for the second mile. However, the average worked out all right, and, so far as the actual records were concerned, I could feel that the anxiety and strain were over.

"Would I go again? I do not know. In spite of the terrible nerve-racking strain there is a fascination about these things which draws one irresistibly—so much so, that although I feel I never, never want to go through those awful moments again, I suppose that if my husband decides to go out again next year I shall simply have to go. . . .

## A STUDEBAKER TRIUMPH.

24 HOURS AT 70.8 M.P.H.

THE TRACK A DRY LAKE BED.

A gold field is the last place in the world one would expect to witness an automobile speed trial. Yet a stock model Studebaker Commander Roadster, in the heart of the Coolgardie Gold Fields in western Australia, broke every Australian record for speed and endurance for 24 hours on March 15th, according to a cable received on March 17th, by The Studebaker Corporation of America. The "track" on which The Commander proved its mettle was the dry bed of Lake Perkolilli, near the mining town of Kalgoorlie and approximately 300 miles inland from Perth.

Driven by Norman "Wizard" Smith, the veteran Australian driver, The Commander not only broke all Australian records for speed and endurance for 24 hours, but lowered all records for 100 to 1,700 miles. The run was made under observation of the West Australian Royal Automobile Club. During the 24-hour trial, The Commander travelled at an average speed of 70.8 miles per hour, including all stops for fuel and oil. The last 50 miles was covered at a speed of 78 miles per hour. No mechanical adjustments were made throughout the run.

Following the statement that "Nothing in Australia has ever travelled so far so fast," came word that had it not been for a severe dust storm early in the run which prevented high speeds, The Commander's Australian 24-hour run would have broken the 24-hour records established under American Automobile Association observation at Atlantic City Speedway October 6th to 10th, 1927. In this test a stock Commander Roadster, one of a trio which later travelled 25,000 miles in less than that number of minutes, ran 1814.96 miles in 24 hours, an average speed of 75.63 miles per hour, to break all American standard distance marks from 5 miles to 1,000 miles, and all period records from 1 to 24 hours.

NO TYRE ever designed for passenger car service has achieved such mileage and endurance records as the Goodyear Heavy Duty Cord Tyre.

GOODYEAR

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## DRUNKEN DRIVING INCREASE IN THE U.S.A.

FEW CONVICTIONS.

The United States is counting up its motor toll in human lives for 1927, and it has discovered that the year was a record one in deaths and accidents. Drunken driving and mad recklessness are blamed for many of the fatal smashups.

In the city of San Francisco alone, 339 lives were lost during the year, and 19 of these were hit-and-run cases. More drunken drivers were arrested than ever before, and hit-and-run cases totalled 192 altogether. Of these, 61 were later arrested.

Yet, only one driver—a man who pleaded guilty, and demanded that he be sent to gaol—was convicted.

Conviction of offenders and imposition of adequate sentences has lagged far behind the commission of offences throughout America.

San Francisco records show that 370 persons were arrested for driving while drunk, an average of more than one a day. Only 18 of this number were sent to gaol, and their terms averaged less than six months.

In every case where a death occurred the driver was charged with manslaughter. There were 103 such charges sworn, but only five were tried, and the only conviction was in the case of a man who pleaded guilty, mentioned above.

It is becoming harder and harder to secure a conviction against a drunken or reckless motorist mainly because the person injured is loath to prosecute, provided he can receive compensation for his injuries.

Juries, which consist largely of motorists, rarely bring in a verdict of guilty. Even in the hit-and-run cases, which are the most dastardly of all, the public attitude appears to be one of indifference. Jurymen don't seem to realize that they may be the next victim of the hit-run or drunken motorists.

## BIG DEMAND FOR WILLYS-OVERLAND CARS.

SPEEDING UP PRODUCTION.

Since news of the great reduction in Whippet prices and the introduction of a new low-priced Willys-Knight double-seater reached overseas dealers, the John N. Willys Export Corporation has been busy night and day taking orders called by overseas distributors.

Stocks of cars in several countries were sold out within two weeks after the 1928 announcement of Mr. Willys, and the Export Corporation is shipping cars to seaboard by train-loads instead of car-loads.

These gains over previous years are comparable with the unusual increases shown at all other show points and dealer points throughout the nation.

The first great influx of orders came following the recent Whippet price reductions, an added impetus being given with the introduction of the new Willys-Knight Standard Six, the lowest priced Knight-engined six ever built by Willys-Overland. This new car, company officials declare, reaches a new field of buyers in a price class never before touched by a Willys-Knight Six.

To meet this demand the Willys-Overland plants at Toledo, Elmiras and Pontiac are concentrating on the utmost production possible. Already the Toledo plant is producing more than 1,000 finished Whippets and Willys-Knights a day. Employment likewise is reaching high-tide with 15,500 workers already on the payroll.

More than 4,000 applications for dealer contracts have been received at the Willys-Overland executive offices since the recent Whippet price reduction, hundreds of these applications coming from dealers in competitive lines.

In keeping with the company's plan to step into the highest production in the history of the organization, at the earliest possible date, work is being rushed night and day to complete the \$1,000,000 addition to the body building plant—an addition necessitated by the unexpected volume of orders for Whippets and Willys-Knight motor cars.





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Pres. Cleveland Tues. June 5th Pres. Lincoln Wed. May 30th  
Pres. Pierce Tues. June 19th Pres. Madison Wed. June 13th

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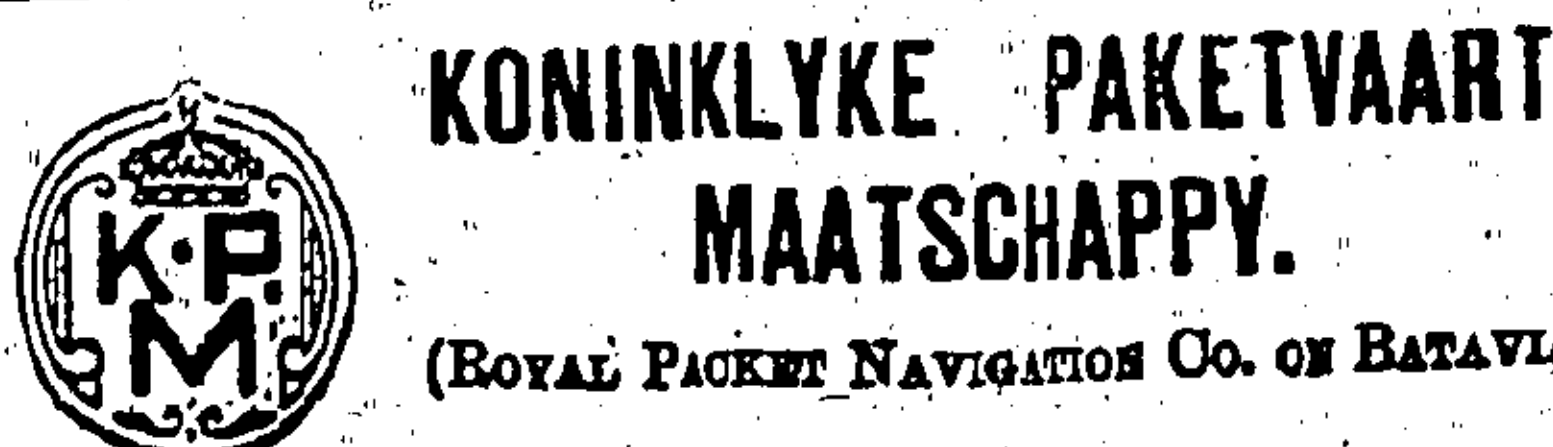
Pres. Monroe Sun. May 6th Pres. Hayes Sun. June 17th  
Pres. Wilson Sun. May 20th Pres. Polk Sun. July 1st  
Pres. Van Buren Sun. June 3rd Pres. Adams Sun. July 15th

#### To Manila

Pres. McKinley Apr. 30th, 6 p.m. Pres. Grant May 14th, 6 p.m.  
Pres. Monroe May 6th, 6 p.m. Pres. Wilson May 20th, 6 p.m.  
Pres. Jefferson May 26th, 6 p.m. Pres. Lincoln May 30th, 6 p.m.

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#### HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, April 24th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 1 p.m.
Barometer...	29.94	29.97	29.98
Temperature...	69	77	70
Humidity...	65	78	75
Wind...	E	E	ENE
Direction...	E	E	ENE
Force...	5	4	4
Weather...	O	O	O
Rain...	0.02	0.0	0.11

Highest open-air Temperature, 24th: 71  
Lowest open-air Temperature, 24th: 66  
E=Blue sky; O=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

#### HONG KONG TIDE TABLE.

From April 25th to May 1st, 1928.

High Water. Low Water.

Day of Week	Day of Month	High Water	Low Water
Wed.	25	h. m. 2 42	h. m. 8 20
Thurs.	26	h. m. 4 36	h. m. 5 48
Fri.	27	No inflection	h. m. 5 14
Sat.	28	No inflection	h. m. 5 14
Sun.	29	h. m. 4 38	h. m. 5 15
Mon.	30	h. m. 7 56	h. m. 2 17
Tues.	1	h. m. 7 56	h. m. 1 43

#### HANKOW MUNICIPAL DEBENTURES.

MR. H. W. LOOKER'S QUESTIONS.

#### SIR AUSTEN CHAMBERLAIN'S REGRET.

In the House of Commons on April 2nd Mr. H. W. Looker asked the Secretary of State for Foreign Affairs if he was in a position to make any further statement as to the payment of the interest in arrears on the Hankow Municipal Debentures.

SIR A. CHAMBERLAIN.—In a recent telegram his Majesty's Consul-General at Hankow reported that there had been no further developments as regards the 1927 Debenture interest. Provision will be made in the 1928 Budget for this year's interest; the Councilors, however, do not consider themselves justified in asking the ratepayers to vote a further provision for the 1927 interest, as funds were set aside for this purpose in last year's Budget, but were squandered through maladministration. The view of the Councilors is that last year's interest should be made good by the Nationalist authorities and not from the revenues of the municipality, as these revenues are barely sufficient in normal times, and there will also have to be heavy expenditure on roads during the current year. My hon. friend is, I think, aware that only a small proportion of these Debentures are in British hands, most of them being held by the Chinese Post Office and a French lottery bond company.

MR. LOOKER.—Is the right hon. gentleman aware that some British subjects put all their savings into these bonds and have been very hardily hit, and can be said to whom they are to look for the 1927 interest?

SIR A. CHAMBERLAIN.—No, I cannot. So far as interest is concerned, I have given my hon. friend all the information of which I am in possession. I was not aware of any British subjects having put the whole of their savings into these bonds. I can only express my regret that they did so.

#### British Consulate at Nanking.

SIR A. CHAMBERLAIN informed Mr. Looker that his Majesty's Consul-General at Nanking had been intermittently occupied by Chinese troops since the outrages of March 24th, 1927. The matter had been made the subject of frequent representations to the Minister for Foreign Affairs at Nanking, who had from time to time promised to take steps to secure their evacuation, but owing to the impotence of the civilian authorities in China where soldiers were concerned, any action taken in accordance with these promises had had only a transient effect. The question of what should follow on the outrages committed at Nanking was the subject of discussion now between his Majesty's Government and the Nationalist Government.

SIR A. CHAMBERLAIN also informed Mr. Looker that houses in the British Concession at Chinkiang had been occupied by troops of the 13th and 46th Armies moving towards the Northern front. A protest had been lodged, but he had not yet heard whether the troops had vacated the premises.

#### JEWELLERY HIDDEN IN A DOG KENNEL.

CAPTURE OF ALLEGED CAT BURGLARS.

#### RETURN FOR THE "SWAG" 48 HOURS LATER.

Two men, who are alleged to have stolen jewellery in cat-burglar fashion, hidden it in a dog-kennel, and returned for it two nights later, when Flying-Squad officers arrested them, were committed for trial from Marylebone Police Court.

I understand that the burglary took place 48 hours previously, and that the men went back to get the "swag," said a Flying-Squad officer. He described the arrest of Frederick McWilliams (23), a ship's steward, and William Perry (22), a waiter, who were charged with burglary in Woodchurch Road, West Hampstead, the residence of Mr. Woolf Phillips, an Oxford Street jeweller, and stealing jewellery to the value of £200.

#### Stamps Missing.

Most of the jewellery was produced in Court, but Mr. Phillips lamented that, so far, the police had been unable to recover a valuable collection of stamps. The house, he said, was securely locked up about 11.00 p.m. on March 5th. Next morning he was called by the maid, and going downstairs, he found the place in utter disorder. He missed property to the value of £200.

Asked if he knew the prisoner Perry, Mr. Phillips replied, "Yes, I had seen him before, and as soon as the burglary occurred I suspected him. His mother was cook at my house, and he used to visit her, and while he was out of work my wife used to feed him."

#### Climbed Back Pipe.

Detective Parlett said the prisoner entered the house by climbing (Continued on next column).

#### WHY ENGLISH HOMES ARE IMITATED.

THEIR COMFORT AND RESTFULNESS.

[BY SIR CHARLES ALLOM, THE WELL-KNOWN ARCHITECT AND DECORATOR.]

The attraction of an English home seems to have world-wide appeal, and it is not surprising to find it referred to by our Afghan visitors. I find Sim, India, and South America all liking English homes.

How to account for this evolution of the home is difficult, for it has come up through a terrible slump. Thirty years ago those who travelled, and those who could afford to do so, sent to France for their decorations. Especially did the travelled and cultured Americans do this, and it led to the buying of graceful French furniture—the most graceful perhaps of all time—not necessarily the most comfortable.

#### New Styles in Victorian Kensington.

French furniture was so obviously refined after the fearful and unscholarly work of early Victorian times. It had retrogressed so little since 1780, until the new art craze started, and then its reputation was finished. On the other hand, English taste had fallen by 1800 to a much lower scale. Its pace has been slow, but steady, based always more and more upon tradition.

But a strange change of taste took place in England during the late years of Queen Victoria's reign, of which one now never hears a word, and yet we owe so much to it. The taste of Talbot and Henry, which started with a Gothic revival of short popularity, led through what was then termed Jacobean and Italian styles. They were really nothing like their Greek, Jacobean, or Italian prototypes to a scholar of to-day, but they were rapid new phases of evolution of taste based upon new styles, and the fashionable districts of Kensington, South Kensington, and Bayswater were great patrons of this revival. I really believe it was the beginning of the revival of actual comfort in the homes of England, a beginning which led up to the wonderful homes of our country that are imitated all over the world to-day. The note is real comfort and restfulness.

#### Comfort From Increased Wealth.

This change was due to the great Victorian revival of trade and an increase of wealth which left the rich merchants and manufacturers in need of homes of a finer type than they had hitherto enjoyed.

Comfort was the main feature of these homes, and steadily, with the improvements in textiles, wall-papers, and decorations, the taste of the public was raised, helped by the wonderful development of the Victoria and Albert Museum and the art schools. In addition, improved travelling facilities and the publication of numerous books made the taste of the English home builder more and more scholarly.

#### Bizarre Tastes Are Short Lived.

Recently we went through a moment of severe jazz from which we are emerging, but it is obvious that each effort to establish a bizarre style dies an early death, leaving those who allow taste to develop by evolution (influenced a little by the wild men in colour) always on top. I hope it will always remain so. England has the world's market in furniture and decoration.

#### ARSENIC IN CUCUMBERS.

ATTEMPT TO POISON A TOWN.

WARSAW.

According to Vilna reports, a mysterious attempt has been made on the lives of the population of Minsk, in White Russia, by selling there 300 casks of pickled cucumbers containing arsenic. More than 100 victims were registered in a day.

Sanitary police measures were immediately taken, and as the greater part of the cucumbers was already in the hands of the public, the authorities sent special delegates to cinemas, theatres, and restaurants to appeal to the public to stop eating cucumbers. A man named Kosdan, who was proved to have sold several of the casks, was arrested and was forced to eat one of his own cucumbers, which upon he fell seriously ill.

It is reported that the affair is an act of terror or provocation on the part of the Soviet Government to give a pretext for further wholesale arrests in White Russia.

a stack pipe at the back, and slipping back a window-catch. All the electric light bulbs on the first floor had been removed, and the side door had been left open.

Detective Coates, Green and Ball, of the Flying-Squad, describing the arrest, said they were patrolling Woodchurch Road about 11 p.m. on March 7th, when they saw the prisoners and closed on them. They ran off, throwing away a quantity of jewellery as they ran. Perry also took a parcel of jewellery from under his coat and threw it at Detective Green, the contents clattering to the ground.

Detective Green said he could only assume, from a statement made by Perry, that the jewellery was concealed in a dog-kennel. Both prisoners were committed for trial.

#### CONSIGNEE NOTICES.

NORDEUTSCHER LLOYD, BREMEN.

THE Steamer "ALSTER" having arrived from BREMEN, HAMBURG and PORT, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained immediately after landing.

All Goods remaining undelivered after the 1st of May, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash, at 10 a.m. on the 28th of April, 1928.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Undersigned for Counter-signature.

MELOERS & CO., Agents.

NORDEUTSCHER LLOYD, BREMEN, Hong Kong, 24th Apr., 1928. [5167]

#### COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "CAPITAINE FAURE."

BARNEGAT CARGO FROM DUNKIRK, ANTWERP, ROTTERDAM, LONDON, &c.

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Wednesday, the 2nd May, 1928, or they will not be recognised.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Saturday, the 28th April, 1928.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hong Kong, 23rd Apr., 1928. [5169]

#### SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "ATHOS II."

BURGING CARGO FROM MARSEILLES, &c.

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Thursday, the 3rd May, 1928, or they will not be recognised.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Monday, the 30th April, 1928.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hong Kong, 24th Apr., 1928. [5170]

#### HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship "PREUSSEN"

having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Godowns at Kowloon, whence Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th April, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 24th April, 1928, at 10 a.m. by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 9th May, 1928, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be counter-signed by the Undersigned.

JEBSEN & CO., Agents.

Hong Kong, 18th Apr., 1928. [5183]

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HONG KONG HANSARD REPORTS OF THE MEETING OF THE LEGISLATIVE COUNCIL for the Session 1927.

Revised by Members.

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TJITAROBOM	N. O. & AMOT	In Port	25th "	BATAVIA
TJISAROBAN	BATAVIA	26th Apr.	26th "	AMOT, STOW, K'LONG
TJIKARANG	STOW, K'LONG	30th "	2nd May	BATAVIA
TJIBODAS	JAVA, MACASSAR	7th May	8th "	AMOT & N. CHINA
TJILBOET	N. O. & AMOT	7th "	9th "	MACASSAR & JATA
TJISONBARI	BATAVIA	10th "	13th "	AMOT, STOW, K'LONG
TJISAROBAN	STOW, AMOT & K'LONG	14th "	18th "	BATAVIA
TJIMANOREK	JAVA, MACASSAR	21st "	23rd "	AMOT & N. CHINA
TJIBODAS	N. O. & AMOT	21st "	23rd "	BATAVIA
TJIKENBANG	BATAVIA	24th "	26th "	AMOT, STOW, K'LONG
TJISONBARI	STOW, K'LONG	28th "	30th "	BATAVIA

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SWATOW & SHANGHAI	... "CHENAN" ...	On 26th Apr.	Noon
SHANGHAI	... "TAMING" ...	On 26th Apr.	4 p.m.
SHANGHAI & TIENTSIN	... "SINKIANG" ...	On 26th Apr.	6 a.m.
AMOI, SWATOW & SINGAPORE	... "ANTUNG" ...	On 26th Apr.	8 a.m.
SWATOW & BANGKOK	... "KWANGHONG" ...	On 26th Apr.	Noon
HONGKONG, PAKHOI & HAIPHONG	... "TEAN" ...	On 26th Apr.	Noon
SWATOW, SHANGHAI, NEW CHANG & DALRY	... "YINGCHOW" ...	On 26th Apr.	Noon
AMOI, SWATOW & TIENTSIN	... "SZECHUEN" ...	On 26th Apr.	6 p.m.
SHANGHAI	... "NEWCHOW" ...	On 26th May	6 a.m.
SWATOW & SHANGHAI	... "LINAN" ...	On 26th May	10 a.m.
SWATOW & TIENTSIN	... "SUNNING" ...	On 26th May	6 a.m.
WATWAI, CHIAO & TIENTSIN	... "HUICHOW" ...	On 26th May	6 a.m.
AMOI, SWATOW, SINGAPORE & BANGKOK	... "KIANGCHOW" ...	On 26th May	6 a.m.
SWATOW & BANGKOK	... "KIANGSU" ...	On 26th May	Noon
SWATOW, SHANGHAI, NEW CHANG & DALRY	... "LIANGCHOW" ...	On 26th May	Noon
WATWAI, CHIAO & TIENTSIN	... "KUEICHOW" ...	On 26th May	4 p.m.

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TAIPING	11th May	15th May
CHANGTE	18th May	22nd May
TAIPING	25th May	29th May
CHANGTE	1st June	5th June

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S.S. "ADRASTUS"	... Via Suez Canal	4th June
S.S. "CITY OF NEWCASTLE"	... Via Suez Canal	15th June
S.S. "HELENUS"	... Via Suez Canal	29th June

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# Shipping News

Arrivals and Departures, etc.

## ARRIVALS.

April 23rd.  
Bourbon, French str., 907 tons, Capt. A. Menestier, from Saigon, which port she left on April 18th, with and general cargo, lying at buoy No. C17—Hock Guan Hong.

Ching Kong, Chinese str., 447 tons, Capt. Kwok Shan, from Kien-hon, with a general cargo, lying at buoy No. B38—Yau Lee Nav. Co.

Hafthor, Norwegian str., 701 tons, Capt. E. R. Hannevig, from Bangkok and Kohachang. The latter port she left on April 16th, with a cargo of rice, lying at buoy No. C39—Lee Bing Kee.

President Taft, American str., 8,415 tons, Capt. K. A. Ahlin, from San Francisco, which port she left on March 30th, with 4,237 tons of general cargo, lying at Kowloon Wharf—Dollor S.S. Line.

Tai Poo Sek, French str., 1,219 tons, Capt. Paul Maternati, from Fort Bayard, with a general cargo, lying at buoy No. C45—Shun Cheong S.S. Co.

Tak Hing, Chinese str., 105 tons, Capt. Sau, from Autau, with a general cargo, lying at Luen Cheong Wharf—Fook Hoi Co.

April 24th.  
Atsushi Maru, Japanese str., 1,865 tons, Capt. A. Ikeda, from Miki, which port she left on April 18th, with a cargo of coal, lying at buoy No. B51—M.B.K.

Aki Maru, Japanese str., 6,023 tons, Capt. Y. Tomioka, from Yokohama and ports. She left Yokohama on April 13th, with 500 tons of general cargo, lying at Kowloon Wharf—N.Y.K.

Alter, German str., 6,514 tons, Capt. T. Meyer, from Singapore, which port she left on April 18th, with a general cargo, lying at Kowloon Wharf—Melchers & Co.

Andre Lebon, French str., 7,375 tons, Capt. Le Flabec, from Yokohama and Shanghai. The latter port she left on April 21st, with a general cargo, lying at Kowloon Wharf—M.M.

Athos II., French str., 9,810 tons, Capt. Brun, from Marseilles and Saigon. The latter port she left on April 21st, with a general cargo, lying at buoy No. A4—Bank Line.

City of Glasgow, British str., 3,405 tons, Capt. W. J. Murray, from Shanghai, which port she left on April 21st, with a general cargo, lying at buoy No. A4—Bank Line.

Hann Sany, British str., 1,356 tons, Capt. N. J. J. Sneddon, from Canton, with a general cargo, lying at buoy No. B32—Jardine, Matheson & Co.

Helios, Norwegian str., 1,112 tons, Capt. O. S. Olsen, from Swatow, with a general cargo, lying at buoy No. C43—Thoresen & Co.

Kinryo Maru, Japanese str., 2,738 tons, Capt. Z. Aoki, from Moji, which port she left on April 18th, with a cargo of cement, lying at Yau-mai—F.K.K.

Kwangchow, British str., 1,445 tons, Capt. R. Ritchie, from Bangkok and Hoihow, with a general cargo, lying at buoy No. A25—B. & S.

Nagpure, British str., 3,228 tons, Capt. Cartwright, from Shanghai, which port she left on April 21st, with a general cargo, lying at buoy No. A24—Mackinnon, Mackenzie & Co.

(Continued on next column).

## PASSENGERS.

Per a.s. President Taft on April 23rd, for Hong Kong: Mr. Wong Chung, Mr. Yung Chan, Mr. Lee Shaw Chang, Mr. Lee Shaw Chang, Mr. and Mrs. W. H. Choy, Mr. Wong Hing Cheng, Mrs. Lois Graham, Mr. J. L. Hunter, Mr. and Mrs. W. L. Harvey, Mrs. Chu Oi Jack, Miss Ton Kok, Mr. P. Lubcke, Mr. Y. M. Lum, Mr. H. C. Lamond, Mr. and Mrs. A. J. MacMullen, Mr. A. Morris, Mr. P. H. Prevot, Mr. P. W. Wettern, Mr. F. F. Wuthrich, Mr. A. S. Wethers, Mr. A. J. Waller, Mr. Ng Cho Yee, Mrs. Kan Chung Yu, Mr. Manila—Rev. Santos Alon, Mr. E. A. Advicula, Dr. R. Acevedo, Mr. and Mrs. C. C. Chapman, Miss P. Chambers, Mr. T. Farrell, Miss M. E. Frank, Mrs. O. Gage, Mr. J. C. Hilario, Mrs. Clara Hicks, Dr. C. M. Hosmer, Mr. William H. Hoops, Mr. H. B. Hammond, Mr. Jack Mason, Mr. A. De Mesa, Mr. M. L. Rau, Mrs. C. K. Rau, Mr. F. Talavera, Mr. R. Yamaguchi.

Departures.  
European passengers per a.s. Athos II., for Shanghai—Comdr. Davey, Mr. H. E. Arnold, Mr. G. H. Callagan, Mrs. Callagan, Mr. Harriman, Mr. H. Brumet, Mr. A. Lavallee, Miss M. Gutierrez, Miss R. Gutierrez, Miss Myra Gutierrez, Mr. and Mrs. L. H. W. Jones, Miss M. A. Lee, Mr. and Mrs. H. Coelho, Jr., Mr. T. C. Payne, Mr. Changuex.

Europe passengers per a.s. Andre Lebon, for Marseilles and ports—Rev. Fa. Robert, Mr. F. M. Xavier and child, Mrs. H. Sarraute, Mr. J. L. Thomson, Mr. and Mrs. Leconte, Mr. and Mrs. Clement, Mr. and Mrs. Taquet, Mr. and Mrs. Rene Salle, Mr. and Mrs. P. Auge, Mr. and Mrs. V. Auge, Mr. H. Herbe, Mr. Nombot, Mr. Pfister, Rev. Fa. Graber, Mr. P. A. Platas, Mr. R. de Arruzza, Mr. Xavier, Mr. and Mrs. C. A. Evans, Mr. S. E. Hall, Mr. A. S. Forsyth, Mr. C. V. Belben, Mr. L. Person, Mr. R. Guillou, Mr. L. Coupaud, Mr. Y. Le Bars.

## CLEARANCES.

April 24th.  
Aki Maru, for Manila.  
Alter, for Shanghai.  
Andre Lebon, for Saigon.  
Athos II., for Shanghai.  
Cheung On, for Shanghai.  
City of Glasgow, for Singapore.  
Glasgow, for Hong Kong.  
Hann Sany, for Swatow.  
Hsin Wah, for Shanghai.  
Kinryo Maru, for Batu Pahat.  
Kwangchow, for Hoihow.  
Nagpure, for Singapore.  
Tehang, for Shanghai.  
President Jackson, for Shanghai.  
President Taft, for Manila.  
Tai Poo Sek, for Kwong Chow Wan.  
Tak Hing, for Autau.  
Taming, for Canton.  
Tingai, for Mota Baroc.  
Tjiluwong, for Swatow.  
Tjiluwong, for Batavia.

Taming, British str., 1,358 tons, Capt. J. K. Clark, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12—B. & S.

Tonglee, Chinese str., 882 tons, Capt. A. Sakamoto, from Canton, with a cargo of bean oil, lying at buoy No. C40—Ching Kee.

## HAMBURG-AMERIKA LINIE.

FIVE NEW MOTORSHIPS FOR FAR EAST.  
CARGO AND LIMITED PASSENGER VESSELS.

Messrs. Jebsen & Co., the local agents for the Hamburg-Amerika Linie, Hamburg, have received information to the effect that the present fleet of ships employed in the Far Eastern service will be enlarged by five new and modern motorships, named the *Leverkusen*, *Duisburg*, *Burgenland*, *Kulmerland* and *Sauerland*.

It is anticipated that all these ships will start their run between May and September.

The single-screw Diesel-Motor ships will develop a speed of about 14 knots having a gross tonnage of 7,300 tons and a capacity of 10,000 tons for cargo.

The ships have passenger accommodation for 24 passengers who will be accommodated in 11 double berth cabins and 2 single berth cabins.

The cabins are very comfortable and fitted with beds and running water. All cabins are outside cabins.

A spacious dining room with smoking and ladies' room attached will guarantee a pleasant and comfortable voyage to all the passengers.

The passengers have 2 spacious decks at their disposal.

Specially for Tropic Trade.

The ships are especially constructed for the tropic trade. The loading and discharging arrangements on board are very modern guaranteeing a quick despatch at all ports.

The cubic capacity amounts to 550,000 cubic feet in bales. The lower hold No. 6 contains 2 tanks of 920 cu. m. together for carrying oil in bulk.

These tanks can also be used for general cargo. The ships have several strong parcel rooms.

The ships are fitted with 14 beams of 6 tons each, 4 of 10 tons and one beam of 40 tons for lifting heavy goods.

## "PRESIDENT JACKSON" PASSENGERS.

Among passengers leaving Hong Kong per a.s. President Jackson for San Francisco were:

Mr. D. E. Cappelman, attached to the local office of the Standard Oil Co., who is returning home to the United States on furlough; Mr. Koo Ying Fan, member of the Executive Committee of the Nationalist Government in Nanking, travelling on a tour of inspection to the United States, Canada and Europe; Mr. Shao Yin Tang, ex-Superintendent of Maritime Customs in Canton, travelling to the United States and Europe with Mr. Koo Ying Fan; Mr. Sen Gunn Lee, formerly Head of the Revenue Dept. in Canton, accompanying Mr. Koo on his tour; Mr. Leong Fong Wing, well-known in Chinese business circles in San Francisco, returning to that City after a trip to the Orient; Lady Tyrwhitt, wife of Admiral Tyrwhitt, commanding the British China fleet, Lady Tyrwhitt is travelling to Shanghai.

## THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.  
Cables Used: A.I., A.B.C., Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer "Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service. Length 185 ft., Breadth 24 ft., Depth 17 ft., L.H.F. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and a modern appliances for Salvage Works.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONG KONG.

Telephone: Central 3165. (Incorporated in Great Britain) King's Building. 119

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# INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

## TSINGTAU via SWATOW & SHANGHAI

"HANGSANG" Wed. 25th Apr. at Noon  
"FOOSHING" Sun. 29th Apr. at Noon  
"YATSHING" Wed. 2nd May, at Noon  
"CHAKSANG" Sun. 6th May, at Noon

OSAKA via AMOI, MOI & KOBE  
"FOOKSANG" Satur. 28th Apr. at 7 a.m.  
"YUENSANG" Sun. 29th Apr. at 7 a.m.

CANTON  
"FOOSHING" Wed. 25th Apr. at 6 p.m.

STRAITS & CALCUTTA  
"KUMSANG" Fri. 27th Apr. at 3 p.m.

SANDAKAN  
"HINSANG" Satur. 28th Apr. at 4 p.m.

TIENTSIN  
"YUSANG" Tues. 1st May, at 5 p.m.

For Freight or Passage, apply to— JARDINE, MATHESON & CO., LTD. GENERAL MANAGERS.

Telephone: Central No. 216.

## GLEN LINE.

FARE: HONG KONG TO LONDON £82

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENBARRY" ... (via Oran) 4th May  
Motor Vessel "GLENSTAR" ... (via Oran) 16th May  
Steamship "CARNARVONSHIRE" ... (via Oran) 13th June  
Steamship "PEMBROKESEIRE" ... (via Oran) 11th July

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "CARNARVONSHIRE" ... 30th April  
Motor Vessel "GLENBEG" ... 18th May  
Steamship "PEMBROKESEIRE" ... 28th May  
Steamship "GLENIFFER" ... 6th June  
Steamship "GLENSHANE" ... 25th June

For Freight, Passage and further Particulars, apply to JARDINE, MATHESON & CO., LTD. AGENTS: THE GLEN LINE, LTD.

9)

## NORDEUTSCHER LLOYD BREMEN

FARE FROM HONG KONG TO GENOA: Cabin class ... £73. Intermediate class ... £48.

THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON: Cabin class ... £80.

NEXT HOMEWARD SAILINGS:

S.S. "TRIER" ... departure 4th May  
S.S. "Neckar" ... departure 10th May  
Passenger steamers sailing via Manila and Ports to Genoa, Amsterdam, Rotterdam, Hamburg and Bremen.  
Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

NEXT OUTWARD SAILINGS:

M.S. "Trave" ... des here 12th May  
Passenger steamers sailing via Shanghai to North China Ports.  
Freight steamers sailing via Shanghai to Japan and North China Ports.

MELCHERS & CO., AGENTS, HONG KONG.



# CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.  
TO VICTORIA AND VANCOUVER

STRAITS	H. Kong	S'hai	Kobe	Yokohama	Vancouver
EMPEROR OF RUSSIA	May 9	May 12	May 15	May 18	May 27
EMPEROR OF ASIA	May 30	June 2	June 5	June 7	June 16
EMPEROR OF CANADA	June 13	June 16	June 19	June 21	June 30
EMPEROR OF RUSSIA	July 4	July 7	July 10	July 13	July 21
EMPEROR OF ASIA	July 18	July 21	July 24	July 26	Aug. 4
EMPEROR OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPEROR OF RUSSIA	Sept. 1	Sept. 4	Sept. 7	Sept. 9	Sept. 18
EMPEROR OF ASIA	Sept. 15	Sept. 18	Sept. 21	Sept. 23	Sept. 31
EMPEROR OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

SPECIAL FARES TO EUROPE  
£120 £112 £83

See Canada's Wonders—The Canadian Pacific Rockies  
Lovely Lake Louise—Banff the beautiful.

The "Trans-Canada Limited" and other daily through  
Express trains. Liberal Stopovers allowed.

Atlantic sailings from Montreal and Quebec every few  
days to Liverpool, Southampton, Glasgow, Antwerp,  
Cherbourg and Hamburg.

## HONGKONG—MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Apr. 27	Apr. 29	EMPEROR OF RUSSIA	May 5
May 15	May 17	EMPEROR OF ASIA	May 23

## CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES

PAYABLE THE WORLD OVER

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cable: "GACANPAC."  
Freight and Express: Tel. C. 42. Cable: "NAUTILUS."

# N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES  
£130, £114, £110, £102, £83, via SAN FRANCISCO.  
£844, £640 via JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.  
SHINYOMARU ... 1st May  
SIBERIA MARU ... 15th May  
TAIYO MARU ... 29th May

LONDON via Singapore, Suez, Marseilles & Ports.  
FUSHIMI MARU ... 6th May  
HAKOZAKI MARU ... 19th May

SYDNEY & MELBOURNE via Manila & Ports.  
AKI MARU ... 25th May

BOMBAY via Singapore, Penang & Colombo.  
SEIYO MARU ... 27th April  
BINGO MARU ... 30th April

SOUTH AMERICA (West Coast) via Japan, Honolulu,  
Los Angeles, Mexico and Panama.

RAKUYO MARU ... 31st May

SOUTH AMERICA (East Coast) via Singapore, Cape  
Town & Ports.

HAKATA MARU ... 10th May

NEW YORK and/or BOSTON via PANAMA.  
LISBON MARU ... 27th April

LIVERPOOL via Singapore, Colombo, Port Said & Ports.  
TOYOOKA MARU ... 15th May

CAIRO via Singapore, Penang & Rangoon.  
NAGASAKI MARU ... 1st May

SHANGHAI, KOBE & YOKOHAMA.  
TANGA MARU ... 17th May

YAMAGATA MARU ... 25th April  
SADO MARU ... 29th April  
KITANO MARU ... 1st May

Subject to alteration without notice.  
For further information, apply to—

NIPPON YUSEN KAISHA

Telephone: Central No. 293 (Private exchanges to all Dept.).

## THE EAST ASIATIC CO., LTD.

COPENHAGEN.

## The M.S. "AFRIKA"

will be loading for PORT SAID, MARSEILLES, LE HAYRE,  
ROTTERDAM, AMSTERDAM, HAMBURG, COPEN-  
HAGEN and other SCANDINAVIAN & BAL TIC PORTS  
On or about 8th May.

Further Sailings	Loading for Shanghai and Japan Ports on	Loading for Continental Ports on
M.S. "Australia"	—	10th May
M.S. "Malaya"	27th April	31st May
M.S. "Siam"	18th June	21st July
M.S. "Danmark"	16th July	21st August

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

## Shipping News

Daily Statement, Waterfront  
News, etc.

### YESTERDAY'S FREIGHT RETURNS.

CARGO RETURNS WELL UP TO AVERAGE.

### THROUGH CARGO LOW.

There were seventeen arrivals and thirteen departures during the 24 hours ended at 9 a.m. yesterday. Only five vessels carried cargo for ports beyond but fifteen vessels discharged cargo for this port and of the total of 15,795 tons, four British vessels contributed 8,331 tons. Two British vessels headed the list as best cargo carrier. The s.s. *Hin Sang* had 4,100 tons from Sanakan, and the s.s. *Kuung Chow* from Bangkok and Hoihow had 2,000 tons of general cargo.

	Arr.	Dep.
Chinese	4	4
American	3	6
French	3	1
Norwegian	1	1
Japanese	2	1
Total	17	13

### VESSELS EXPECTED.

Australian-Oriental Line.  
Taiping, May 11th.  
Changlu, June 8th.

Bank Line.  
City of Birmingham, May 4th.  
City of Eastbourne, May 11th.  
City of New Castle, May 12th.  
City of Chester, May 27th.  
City of Cardiff, June 22nd.  
City of London, July 7th.  
City of Bedford, June 22nd.

Ben Line.  
Benrooch, to-day.

Blue Funnel Line.  
Diomed, April 27th.  
Calcutta, May 1st.  
Tathayin, May 1st.  
Machuan, May 2nd.  
Antenor, May 3rd.  
Meriones, May 6th.  
Helenus, May 16th.  
Patrios, May 17th.  
Orator, May 20th.  
Teucer, May 22nd.  
Perseus, May 25th.  
Menelaus, May 29th.  
Pyrrhus, May 30th.  
Hector, May 31st.  
Rhesus, June 8th.  
Mentor, June 10th.  
Tyndarus, June 10th.  
Dardanus, June 12th.  
Oanfa, June 20th.  
Antiochus, June 25th.  
Glaucon, June 29th.  
Proteus, July 3rd.  
Lycanor, July 8th.  
Philotes, July 8th.  
Kashmir, July 15th.  
Aeneas, July 20th.  
Eugenor, August 2nd.  
Sarpedon, August 23rd.

British-India and Apcar Line.  
Talamba, May 1st.  
Talma, May 1st.  
Takiwa, May 5th.  
Hakipara, May 14th.  
Santhin, May 20th.  
Tikawa, May 31st.  
Takada, June 3rd.

Canadian Pacific Line.  
Empress of Russia, to-morrow.  
Doddwell & Co.  
Rome, to-morrow.  
Kendal Castle, May 7th.

East Asiatic Co., Copenhagen.  
Malaya, April 27th.  
Siam, June 15th.  
Danmark, July 18th.

Eastern and Australian Line.  
Arafa, May 2nd.  
Tanda, May 7th.  
St. Albans, June 4th.

Glen Line.  
Carnarvonshire, April 20th.  
Glenbeg, May 13th.  
Pembrokehire, May 25th.  
Rhinifer, June 8th.  
Glenhane, June 25th.

Hamburg-Amerika Linie and  
Hugo Stinnes Linie.  
Ermland, May 2nd.  
Vogland, May 10th.  
Ludendorff, May 24th.  
Hindenburg, June 8th.  
Albert Voelger, June 9th.  
Rhein, June 30th.

Java-China-Japan Line.  
Tjikaroes, to-morrow.  
Tjikarang, April 30th.  
Tjikodas, May 7th.  
Tjikiboot, May 7th.  
Tjikondari, May 10th.  
Tjikmanock, May 14th.  
Tjikembang, May 24th.  
Tjikondari, May 28th.

Nippon Yusen Kaisha.  
Seiyo Maru, to-morrow.  
Shinyo Maru, to-morrow.  
Lisbon Maru, April 27th.  
Bingo Maru, April 28th.  
Penang Maru, April 30th.  
Fushimi Maru, May 4th.  
Siberia Maru, May 8th.  
Hakata Maru, May 9th.  
Totori Maru, May 9th.  
Tamba Maru, May 10th.  
Toyooka Maru, May 13th.  
Taiguma Maru, May 13th.  
Hakozaki Maru, May 18th.  
Mishima Maru, May 22nd.  
Taiyo Maru, May 22nd.  
Atago Maru, May 25th.  
Hakura Maru, June 1st.  
Tenyo Maru, June 4th.  
Nakasa Maru, June 8th.  
Dakar Maru, June 10th.  
Kitano Maru, June 15th.  
Tango Maru, June 19th.  
Kamakura Maru, July 25th.

Norddeutscher Lloyd, Bremen.  
Trave, May 12th.

Peninsular and Oriental.  
Malva, to-morrow.  
Morea, April 25th.  
Alipore, May 1st.  
Lahore, May 7th.  
Noyara, May 8th.  
Delia, May 10th.  
Devana, May 10th.  
Kashgar, May 15th.  
Kidderpore, May 22nd.  
Mysapore, May 23rd.  
Bannura, May 24th.  
Jeypore, June 2nd.  
Nankin, June 5th.  
Kashgar, June 7th.  
Ravalpindi, June 21st.  
Nellore, July 3rd.  
Kashmir, July 15th.  
Rajputana, July 15th.  
Kalyan, August 2nd.  
Naldora, August 18th.

Princes Line.  
Japanese Prince, May 8th.  
Japanese Prince, June 5th.  
Swedish East Asiatic Co., Ltd.  
Formosa, April 20th.  
Nanking, May 25th.

## BANK LINE LTD.

AGENTS FOR

## ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF BOMBAY" ... Havre, London, Rotterdam & Hamburg ... 26th May

AUSTRALIA ... SINGAPORE/AUSTRALIA ... AUSTRAL-INDIES LINE

"KAZEMBE" ... Leave Singapore ... 7th May

For FREMANTLE, ADELAIDE, MELBOURNE & SYDNEY.

Through FREIGHT and PASSENGER bookings from HONG KONG in conjunction with "ELLERMAN" Line or other services.

BOSTON, NEW YORK & BALTIMORE ... AMERICAN AND MANCHURIAN LINE

"CITY OF EASTBOURNE" ... via Suez Canal ... 18th May

"CITY OF NEWCASTLE" ... via Suez Canal ... 15th June

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK ... AMERICAN & ORIENTAL LINE

"CEDARBANK" ... via Suez Canal ... 8th May

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply—

Telephone: Central 4791.

THE BANK LINE, LTD.

### DAILY WATERFRONT NEWS.

### NOTICE TO MARINERS.

[BY LONGSHOREMAN.]

In a notification posted at the Harbour Office yesterday from the Royal Naval Armament Supply Officer it is stated that a quantity of fireworks will be fired for proof purposes, and some unserviceable cordite burnt at Stonecutters Ridge Range to-morrow.

### Death At Sea.

The master of the s.s. *President Taft* from San Francisco and Shanghai reports the death of a Chinese steerage passenger during the voyage from tuberculosis.

### WARSHIPS IN PORT.

The following warships and auxiliaries were in port yesterday: South Wall Basin, *Bruce*, *Paulknot*, *Somme*, *East Wall Basin*, *10th*, *Neuse*, *L.S. L.27*, *North Arm*, *Titanic*, *Mormon*, *Belgolt*, *West Wall Dock*, *Peterfield*, *Durbin*, *Wild Swan*, *In Dock*, *S.Ms. L.15*, *L.19*, *L.20*, *L.33*, *No. 3 Buoy*, *Verity*, *Wishart*, *No. 4 Buoy*, *U.S.S. Hart*, *Rial*, *No. 6 Buoy*, *Brick*, *No. 8 Buoy*, *Wolverine*, *Feteran*, *No. 9 Buoy*, *Forplove*, *No. 10 Buoy*, *French*, *Algot*, *No. 11 Buoy*, *Witherington*, *No. 12 Buoy*, *Irquois*, *No. 13 Buoy*, *Wanderer*, *No. 13 Buoy*, *Ruthenia*, *No. 23 Buoy*, *Kharaki*, *Oil Fuel Jetty*, *Pranol*, *Kowloon Anchorage*, *Forish*.

Foreign Men of War:—Portuguese, *Patric*; French, *Vigilante*, *Algot*; U.S.S. *Pampanga*, *Hart*, *Rial*.

### SHIPPING MOVEMENTS.

The R.M.S. *Empress of Canada* left Kobe yesterday, and is due at Yokohama to-day (Wednesday), at 8 a.m.

The R.M.S. *Empress of Russia* arrived at Shanghai on Monday at 3.30 p.m., left yesterday at 11 a.m., and is due at Hong Kong to-morrow (Thursday) at 10 a.m. She will leave for Manila on Friday at 5 p.m.

The P. & O. s.s. *Karmala*, from Hong Kong, arrived at Marseilles on April 23rd, at 7.30 a.m.

### SUNRISE AND SUNSET.

To-day	Sunrise	Sunset
To-morrow	5.55 a.m.	6.47 p.m.
Friday	5.53	6.48
Friday	5.54	6.48

Messages Maritime.  
D'Artagnan, May 8th.  
General Meeting, May 23rd.  
Ships, June 6th.

Princes Line.  
Japanese Prince, May 8th.  
Japanese Prince, June 5th.

Swedish East Asiatic Co., Ltd.  
Formosa, April 20th.  
Nanking, May 25th.

## P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND.)  
MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTHRIGHTLY DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"MOREA"	10,853	23rd April	Bombay, Marseilles and London.
"LAHORE"	5,354	7th May	Marsa, L'don, A'werp, B'ham, H'burg
"KASHGAR"	5,354	12th May	Marsa, L'don, A'werp, B'ham, H'burg
"KIDDERPORE"	5,354	22nd May	Marsa, L'don, A'werp, B'ham, H'burg
"MALWA"	10,853	26th May	Marsa, L'don, A'werp, B'ham, H'burg
"ALIPORE"	5,354	31st May	Marsa, L'don, A'werp, B'ham, H'burg
"DEVANA"	5,354	2nd June	Marsa, L'don, A'werp, B'ham, H'burg
"DELTA"	5,354	12th June	Marsa, L'don, A'werp, B'ham, H'burg
"MIRZAPORE"	5,354	19th June	Marsa, L'don, A'werp, B'ham, H'burg
"BAN PURA"	10,853	23rd June	Marsa, L'don, A'werp, B'ham, H'burg
"NOVARA"	5,354	30th June	Marsa, L'don, A'werp, B'ham, H'burg
"KHYBER"	5,354	7th July	Marsa, L'don, A'werp, B'ham, H'burg
"RAVALPINDI"	10,853	21st July	Marsa, L'don, A'werp, B'ham, H'burg
"KASHMIR"	5,354	28th July	Marsa, L'don, A'werp, B'ham, H'burg
"RAJPUTANA"	10,853	1st Aug.	Marsa, L'don, A'werp, B'ham, H'burg
"NALDERA"	10,853	1st Sept.	Marsa, L'don, A'werp, B'ham, H'burg
"KALYAN"	5,354	15th Sept.	Marsa, L'don, A'werp, B'ham, H'burg
"KASHGAR"	5,354	22nd Sept.	Marsa, L'don, A'werp, B'ham, H'burg
"MOREA"	10,853	13th Oct.	do.
"KARMALA"	5,354	27th Oct.	do.
"MACEDONIA"	11,220	10th Nov.	do.
"KHYBER"	5,354	24th Nov.	do.
"MALWA"	10,853	30th Dec.	do.
"NALDERA"	10,853	22nd Dec.	do.

\* Cargo only.  
Frequent connections for Port Said for Passengers and Cargo to Con-  
stantinople, France, Smyrna and other Levant Ports by steamers of  
the Red Sea Mail Steamship Co.

BRITISH INDIA—APOAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TAKADA"	5,354	25th April, 1 p.m.	Singapore, Penang & Calcutta.
"TALAMBA"	5,354	3rd May	do.
"BATIKARA"	7,661	17th May	do.
"TALAMBA"	10,000	25th May	do.

\* Cargo only.  
B.L.—Apcar Line steamers have excellent accommodation for 1st and 2nd  
class passengers. All steamers are fitted with wireless and carry  
a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"ARAFURA"	6,000	4th May	Manila, Sandakan, Tharabau,
"TANDA"	6,000	1st June	Manila, Sandakan, Tharabau,
"ST. ALBANS"	4,000	29th June	Manila, Sandakan, Tharabau,
"ARAFURA"	6,000	3rd Aug.	Manila, Sandakan, Tharabau,
"TANDA"	6,000	31st Aug.	Manila, Sandakan, Tharabau,

\* Calls at Port Holland.  
Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia  
The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, India, Cebu,  
Kobe, Manila, Java, Timor, Durban, or other ports en route as induce  
ment offers.

Frequent connections from Australia with the following—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand  
Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via  
Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"MALWA"	10,853	26th April	S'hai, Moji, Kobe & Yokohama.
"ALIPORE"	5,354	1st May	Moji & Kobe.
"TALMA"	10,000	3rd May	Moji, S'hai, Moji, Kobe & Osaka.
"TAKIWA"	7,936	7th May	Moji, S'hai, Moji, Kobe & Osaka.
"TANJIA"	6,854	11th May	Moji, S'hai, Moji, Kobe & Osaka.
"NOVARA"	5,354	15th May	Moji, S'hai, Moji, Kobe & Osaka.
"DELTA"	5,354	19th May	Moji, S'hai, Moji, Kobe & Osaka.
"DEVANA"	5,354	23rd May	Moji, S'hai, Moji, Kobe & Osaka.
"SANTIA"	7,704	27th May	Moji, S'hai, Moji, Kobe & Osaka.



